(ISSN 0163-7266)

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KODACHROME SAMUEL L. GONZALES

APRIL 1, 1984: Flush from its victory with the SP, Santa Fe has taken on its most ambitious merger prospect yet, the Trans-Siberian Railroad. The new paint scheme is shown **above.** Meanwhile, the C&NW has taken over the BN and begun repainting units (**right**). For the real stories behind this April Foolishness, see page 26.

EKTACHROME ROBERT W. MILLER

Railnews

KODACHROME CHIP SHERMAN

THE SKI TRAIN returned to the D&RGW in 1984 with the former-RGZ F-units in charge. The January 8 westbound is shown here with five cars near Plainview. See page 26 for story.

KODACHROME KERMIT GEARY, JR

THE OCTORARO RAILROAD bought two TP&W RS2s in mid-December 1983 prior to the Tip-Up's becoming part of the Santa Fe. Low-nose 202 was working Kelton, Pa., on December 20. See page 26.

MAINE CENTRAL steam—well, only smoke—returned to Crawford Notch, N.H., on November 19, 1983, as MEC 2-8-0 501 was being moved from Steamtown to Conway Scenic. See page 28 for details.

KODACHROME RONALD N. JOHNSON

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From the Publisher's desk: Catbird seat on the Erie

From a railfan standpoint our old offices (1963 through 1967) in the Ramsey Journal Building in Ramsey, New Jersey, were ideal. The two-story Victorian style building dated to the 1800s and stood next to the four-track Erie main line of the Erie Lackawanna. Our second story offices overlooked the tracks, giving us a superb view of the action on this busy railroad, especially the corner office of this writer. From our catbird seat overlooking the old Erie main line we could spot eastbound trains without moving from our seat, and the bell on the gate gave us ample warning of westbound trains.

The merger of the Erie with the Lackawanna in 1960 had been greeted with enthusiasm, and early merger days saw Erie power sporting the newly-applied "decal" heralds of the EL. Gray and green E8 units operated with EL heralds for a brief period before being repainted in the merger adaptation of the former Lackawanna gray and maroon. The first all-new EL units were the 2400-series black and gold Alco C424 units of mid-1963, later repainted maroon and gray. Rarely some odd unit would lumber through, such as a little EL 44-tonner enroute to Hoboken, traveling light.

Stillwell coaches were used until retirement, replaced with modern push-pull DOT Pullman-built cars. After the EL merger, an occasional DL&W Boonton-type car was seen, usually a combine coupled to several Stillwell coaches The more modern Stillwells were repainted in the EL maroon and gray scheme, but most of the older strictly-coummuter cars remained in traditional Pullman green. Some but not all were relettered Erie Lackawanna.

Every once in a while something novel would roll through, such as the Speno ballast cleaning train with its weird equipment that dug up the ballast, cleaned it and then returned it to its proper position under and around the ties. Great fun to watch, but magazine production ground to a halt until the train passed.

Another time the railfan "alert" system was working, and I learned that a New York Central eastbound freight was coming through because of some track obstruction on the nearby West Shore. One of the three units was a wayward Bessemer & Lake Erie F. That one made my day, since I didn't even have to leave my seat to get several good slides of an unusual operation.

A portent of things to come was the special Dereco business train in which were business cars of the Erie, D&H and C&O.

Steam had long disappeared from the Erie except for an occasional fan special. The most memorable was the High Iron Special with Nickel Plate 2-8-4 759 blasting its way upgrade before roaring past the Ramsey depot with hundreds of townsfolk watching. Before the diesel, the Erie used Pacifics in both commuter and express service: 2500 and 2700 series engines on locals and usually a 2900 on the *Erie Limited* and similar trains. RS2 and RS3 roadswitchers took over in the early 1950s.

We got wind of another major move: two D&H Alco PA units plus a third D&H engine being deadheaded through Ramsey behind an EL unit. Our photo shows it passing our old offices. And whoever would have thought that Ramsey commuters would ride in former Santa Fe fluted coaches bought by the NJDOT?

Some years after we moved to the new editorial offices we had built in Newton (1973), the old Journal Building was ravaged by two fires, totally destroying the second floor. The building has been rebuilt in modern neo-plastic styling, and the catbird seat has been rebuilt.

TRAIN MPA

RAILFAN & RAILROAD

May 1984 /vol. 5 no. 4

RAILROAD / founded 1906 / vol. 107 no. 10

Features

30 **Biggar is Better**/Bohi and Kozma
36 **The Van Swerigen Berkshires, Part 1**/Eugene Huddleston
43 **Photo Line**/the graphic expression
48 **Steam: Texas Style!**/Paul D. King

Departments

2 **Railnews**/news in color
4 **Fanmail**/letters from readers
6 **Timetable**/events
10 **Railroadiana**/product news and reviews
15 **Videos**/videotape reviews
16 **We'd like you to meet . . .**/author sketches
20 **Camera Bag**/photography tips
24 **Transit Currents**/George M. Smerk
26 **Railnews**/items of current interest
60 **Markers**/editorial commentary
62 **Not on the Wheel Report**/Joe Easley artwork
64 **Switch List**/classified advertising
66 **Advertising Index**/where to find it

Cover

Opening day of the 1983 season (March 19), finds former-Santa Fe 4-6-2 1316 ready to go to work as Texas State Railroad 500. The location is the wye at Rusk, and the photographer was 12-year-old Steven Bledsoe. For the story of the TSR see page 48.
The GMD1 was a roadswitcher produced only in Canada, and Charles Bohi and Les Kozma describe what it's like to chase them in the prairie provinces in their article on page 30. Canadian National 1002 was photographed by Charles Bohi at Hanna, Alberta, in 1976.

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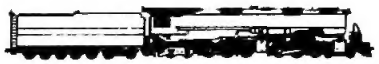

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Fanmail

AT&SF Needles District

I certainly enjoyed William H. Bannock's "Desert Main" in the January issue.

The reminiscences of Engineer Kauke were of special interest, and with each passing year the enginemen who ran and fired steam power become fewer. A note of correction: 4-8-4 2929 was not the last Santa Fe steam locomotive purchased. The 2929 was delivered in May 1944, and delivery of the 25 5011 class 2-10-4s then started, ending with 5035 which was received in early January 1945. Also, the author in his 1943 rundown of passenger trains over the Needles District failed to state that trains 203-204, 207-208, 223-224 and 237-238 were Union Pacific schedules between Barstow and Daggett and not Santa Fe trains. It was Santa Fe practice to add a "200" prefix to the UP train number, i.e. 203-204 were 103-104 on the UP, the *City of Los Angeles;* 237-238 were UP 37-38, the *Pony Express,* etc.

Otherwise, this was another fine article, and we always look forward to the next issue of R&R.

LLOYD E. STAGNER
Newton, Kansas

I enjoyed the feature article in the January 1984 issue, "Desert Main," by W.H. Bannock. There seems to be an error on page 38; "Helpers were stationed at Needles and . . . Goffs, Bagdad and Lavic". It seems odd that they would have helper engines stationed at Goffs, which is on the summit of the hill, as your profile diagram shows very clearly. I don't remember any turntable at Goffs, but they may have had one in the early days. In the early 1930s *wyes* were located at Needles (also a turntable) Goffs, Cadiz, Bagdad, Ash Hill, Newberry and Barstow (also a turntable).

A note in passing. Many years ago a railroad called Nevada Southern was built north from Goffs to some mines. Later the Santa Fe bought it and then built a line east from Barnwell to Searchlight, Nevada. The Barnwell & Searchlight R.R. was run from the office at Needles. It had one 4-6-0 and was the only railroad the Santa Fe had in Nevada.

ALTON A. PARSONS
Huntington Park, Cal.

Transit Currents

When my friend Steve Maguire died, I was apprehensive that a suitable replacement columnist would be hard to find. My fears were not justified.

Prof. Smerk is doing a first class job of summarizing rail transit developments—better than any other source in either the trade or fan press. His column is the primary reason I subscribe to R&R. I would like to see more space allotted to him. As a matter of fact, I would like to see more material on rail transit and some reduction in the in-depth coverage of other aspects of railroading. For example three issues of TP&W was really more than I wanted to know about that road.

More but shorter articles, please.

VAN WILKINS
Shepherdstown, W. Va.

Akron & Barberton Belt

Your recent article on the Akron & Barberton Belt (The "A and a Couple of B's," Jan. '84, R&R) was of special interest to me, a former resident of the Akron area. I enjoyed it very much but would like to point out a minor error.

The authors mention that the A&BB first

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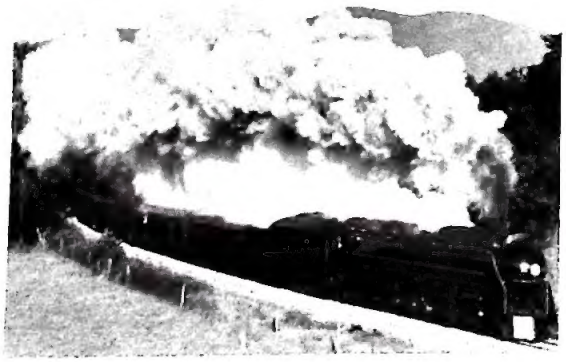

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connected with the "New York, Pennsylvania & Ohio (later PRR)". As a former yard clerk who worked for the EL in Akron, and an amateur rail historian, I can testify that the former PRR line through Akron was the Cleveland, Akron & Columbus R.R. In fact, "CAC" was used on interchange lists for cars destined for the Pennsy by the EL clerks in Akron as late as 1969.

The New York, Pennsylvania & Ohio (called "NYPANO") was the former Erie line from Salmanca, N.Y., to Dayton, Ohio. It was constructed by the Atlantic & Great Western with six foot gauge and was the second railroad to serve Akron. (The first was the Cleveland Terminal & Valley, now B&O's Akron to Valley Jct. line.)

Keep up the high quality work in R&R, especially articles on Ohio and Pennsylvania railroads.

DAN OLAH
Seattle, Wash.

Link and the Twilight Zone

Concerning the inside back cover of the January issue, "Railfanning in the Twilight Zone," that NYS&W haulage train in the bottom shot in reality had *originated* in the Twilight Zone: Binghamton, N.Y., was the hometown of Twilight Zone's creator Rod Serling!

And about your CAMERA BAG on the O. Winston Link exhibit—it's *about time!* About time that Brother Link received the long overdue credit for his enthralling and amazing photographs of the waning days of N&W steam. I remember my awe and lingering perusal of some of these images in the Roanoke Hotel during the NRHS convention there in 1957. A pity it took the rest of the world as long as it has to appreciate the heritage the man created for us—including his part in saving the J 611!

And as for the *New York Times'* Andy Grundberg's review commentary, he has only demonstrated—amply—just how isolated and out of touch with the Real World the poor souls who are confined to the cold, lifeless canyons of the Rotten Apple really are! I can attest to the fact that the gang of guys and gals that I grew up with back in Wheeling, W.Va., *regularly* went swimming (sometimes skinny-dipping) beneath the stone

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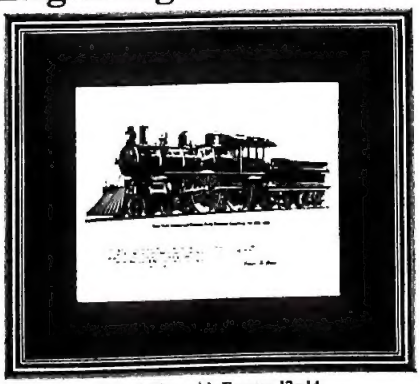

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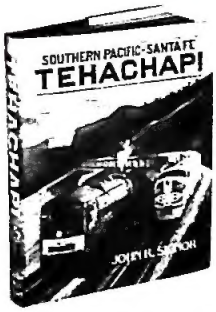

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arches of the B&O and the spidery steelwork of the PRR over Wheeling Creek in my old neighborhood during delightful summer *nights*. The reason was quite logical: The natural "swimmin' holes" were created by the digging needed to put in the cofferdams prior to construction of the bridges. There were no better—or deeper—holes in Big Wheeling Creek.

Of course, there are dozens of communities throughout the country where railroad tracks and trains run up and down main streets—as on 17th Street in Wheeling or the C&O at Thurmond, so reminiscent of Link's North Fork. My, how these poor unfulfilled souls have been short-changed in their education in the curriculum of life.

Oh well, when the publication date is announced for Link's *Steam, Steel and Stars*, put me down for the first copy!

J.J. YOUNG, JR.
Binghamton, N.Y.

How Dowd died

In reference to the November 1983 article on "William F. Allen and 100 years of Standard Time," by William H. Earle, I have just read another article on Standard Time that points out an interesting bit of irony: Allen's antagonist, Professor Dowd, was killed by a train in 1903.

JOHN T. OLIPHANT
Cadiz, Ky.

Timetable

Listings in this column are published without charge and are run on a space-available basis at editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for March issue.

RAILFAN EVENTS

AMORY, MISSISSIPPI, April 5-8. Amory Railroad Festival at Downtown Historic Frisco Park will include entertainment and rail-oriented events including train rides. Contact: Amory Railroad Festival, P.O. Box 128, Amory, MS 38821; 601/256-7194.

WASHINGTON, D.C., April 15. "Trolley Car Spectacular" at the National Capital Trolley Museum from 1:30 to 3:30 p.m. Program will include all the museum's operable cars in action or on display, affording the visitor the opportunity to see and photograph all 14 cars on a single occasion. Included will be the two-car Australian tram train. No admission charge, and the public is invited; normal fares for trolley rides. Located in the Maryland-National Capital Park & Planning Commission's Northwest Branch Park on Bonifant Road between Layhill Road and New Hampshire Avenue, north of Wheaton, Maryland. Contact: National Capital Trolley Museum, P.O. Box 4007, Colesville Branch, Silver Spring, MD 20904; 301/384-9797.

FORDYCE, ARKANSAS, April 23-29. "Fordyce on the Cotton Belt Festival" to include train of SSW business cars and train rides on Fordyce & Princeton R.R. Box Car Willie concert on April 28. Railroadiana and craft displays plus a week of activities including fun runs, square dancing, gospel singing and musical productions. Contact: Fordyce Chamber of Commerce, P.O. Drawer 588, Fordyce, AR 71742; 501/352-3520.

PORTLAND, MAINE, April 28. "The Rumford Rocket" excursion using GTI inspection train equipment to Rumford and return. Route from Portland via Lower Road to Royal Junction and Back Road to Leeds Junction, then up the Rumford Branch. To permit maximum participation and due to extremely limited seating capacity of the train, one-way train/bus options are available including a train-chase photo bus. Contact: Massachusetts Bay Railroad Enthusiasts, P.O. Box 136, Ward Hill, MA 01830.

PERRIS, CALIFORNIA, April 28-29. Sixth Annual Rail Festival at the Orange Empire Railway Museum featuring extra operations on museum's two lines, old time music, automobiles, trucks, stationary engines and other displays. 9:00 a.m. to 5 p.m. both days. Admission to be announced. Contact: Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92370; 714/657-2605.

ROANOKE, VIRGINIA, 1984 Season. The special events at the Roanoke Transportation will be held as follows:

April 28-29. "International Telegraph Circuit" with the Morse Telegraph Club; also Virginia N-Trak N Scale model railroad operation.

May 26-28: "Regional Live Steam Meet" with live steam model operations by Blue Ridge Live Steamers; also handcar races and River City Festival.

June 2-3. "1984 Rail Fair" with railroadiana auction, tour of N&W facilities and night photo session on Saturday. Special RPO stamp cancellation.

July 4. "N&W Veterans Day" with N&W display and exhibits, live steam and Morse telegraph demonstrations plus "Steel Driving Man" contest, handcar rides, railroad movies and music.

October 13-14. "Fall Railroading Weekend" with NKP and Wabash movies, handcar rides, bus tour of N&W facilities and Sunday members picnic.

September 1-3. "Festival under the Big Top" railroadiana show and sale under large tents on museum grounds. Tables available. Also live steamers. 9:00 a.m. to 5:00 p.m.

Contact: Roanoke Transportation Museum, 802 Wiley Drive, S.W., Roanoke, VA 24015; 703/342-5670.

NEW HOPE, PENNSYLVANIA, April 29. Philadelphia Chapter and Delaware Valley Chapter NRHS jointly sponsoring trip on New Hope Steam Railway from New Hope to Warminster Union Station and return. Steam power will lead southbound with return behind diesel. Photo runbys are planned. For information send SSAE to Delaware Valley Chapter NRHS, P.O. Box 1179, Morrisville, PA 19067.

PROVIDENCE & WORCESTER RAILROAD Passenger excursions from Worcester, Mass., to Roger Williams Park & Zoo in Providence, R.I., will operate on April 29, May 20, June 24 and July 8. "Memorial Day Wine & Cheese Special" will depart from Woonsocket, R.I., on May 28. The "Mystic Clipper" will run on July 1 from Worcester via Putnam and Norwich to Mystic, Conn., with optional side trip to Mystic Seaport. Contact: P&W Scenic Excursions, P.O. Box 1188, Worcester, MA 01601.

NORTH HAVEN, CONNECTICUT, May 4-6. 22nd Annual Train Show & Reunion of the NHRR Historical & Technical Assn. at the Ramada Inn, Exit 12 off I-91. Friday evening reception and slide show; Saturday train show, exhibit and banquet; Sunday proposed fantrip. Contact: R.P. Wuchert, Jr., 81 Montowese Trail, Wallingford, CT 06492.

NICKEL PLATE 2-8-4 765. Tentative operating schedule for 765 for information only; details subject to revision.

May 4, deadhead Bellevue to Toledo; May 5-6, Toledo-Bellevue round trips with deadhead return to Bellevue on Sunday evening; May 17, deadhead Bellevue to Brewster; May 18, school trip Brewster to Bellevue and return; May 19-20, Brewster-Toledo round trips; May 21, deadhead Brewster-Bellevue.

May 31, deadhead Bellevue to Dayton, Oh.; June 2-3, Dayton-Cincinnati B&O round trips; June 4, deadhead Dayton-Cincinnati-Columbus; June 23-24, Columbus-Bellevue round trips for Bellevue Cherry Blossom Festival. June 25, deadhead Columbus to Ludlow, Ky.

In August and early September trips are planned in relation to NRHS Convention at Cincinnati and are possible on SR. No details are yet firm.

See following entries for Brewster/Toledo/Bellevue trips.

TOLEDO, OHIO, May 5-6. NKP 2-8-4 765 will power Second Annual Spring Steam Excursions on the N&W's old W&LE main line from Toledo to Bellevue and return each day—two photo runbys on each trip, weather permitting. Accommodations include both open and closed window coaches and First Class Pullman and lounge service. Hosted by Mad River & NKP RR Museum. Contact: Mad River & NKP May Excursion, P.O. Box 42, Bellevue, OH 44811.

PORTLAND, OREGON, May 5-June 24. Southern Pacific Daylight 4-8-4 4449 will pull an all-Daylight painted consist from Portland to New Orleans and return via SP lines carrying passengers on all segments of the trip. The run is being operated by Pacific Northwest Chapter NRHS in cooperation with SP, Louisiana World Exposition and the City of Portland. Tickets will be sold by local organizations for various segments of the run.

EASTBOUND TRIP: May 5 Portland-Klamath Falls; May 6 Klamath Falls-Sacramento; May 7 display at Sacramento museum; May 8 Sacramento-San Francisco; May 9-10 display at San Francisco; May 11 San Francisco-Fresno; May 12 Fresno-Los Angeles; May 13-14 display at Los Angeles; May 15 Los Angeles-Yuma; May 16 Yuma-Phoenix; May 17 display at Phoenix; May 18 Phoenix-Tucson; May 19 Tucson-El Paso; May 20 display at El Paso; May 21 El Paso-Alpine; May 22 Alpine-San Antonio; May 23 display at San Antonio; May 24 San Antonio-Houston; May 25-26 display at Houston; May 27 Houston-Dallas; May 28-30 display at Dallas; May 31 Dallas-Houston; June 1 Houston-Lafayette; June 2 Lafayette-New Orleans.

WESTBOUND TRIP: June 9 New Orleans-Houston; June 10 Houston-San Antonio; June 11 layover at San Antonio; June 12 San Antonio-Alpine; June 13 Alpine-El Paso; June 14 El Paso-Tucson; June 15 Tucson-Phoenix; June 16 Phoenix-Yuma; June 17 Yuma-Los Angeles; June 18 layover at Los Angeles; June 19 Los Angeles-San Luis Obispo; June 20 San Luis Obispo-San Francisco; June 21 San Francisco-Sacramento; June 22 layover at Sacramento; June 23 Sacramento-Klamath Falls; June 24 Klamath Falls-Portland.

Contact: Pacific Northwest Chapter NRHS, Room 1, Union Station, Portland, OR 97209.

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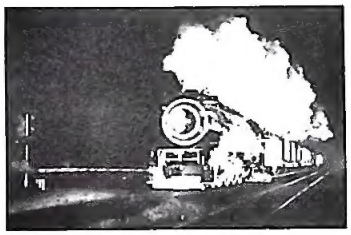
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EAST IRVINE, CALIFORNIA, 1984. "Mountain Outin' Tours" is offering the following railfan tours:

May 10-21. Escorted tour from Los Angeles on CP Air to Vancouver and VIA "Canadian" across Canada to "Festival of Spring" at Ottawa and return.

May 27-June 3. Los Angeles to New Orleans World's Fair including three days from Dallas to New Orleans on board SP 4449 "Daylight" steam special. Optional seven day extension in N.O.

June 15-17. "Weekend with 4449." Travel Amtrak "Sunset" from Los Angeles to Phoenix and return to L.A. on board 4449 "Daylight" steam special.

June 16-18. "Weekend with 4449." Travel from Phoenix to L.A. on board 4449 "Daylight" steam special and return to Phoenix aboard Amtrak "Sunset."

June 22-25. "Shasta Route with Steam." Four day excursion from L.A. including 4449 "Daylight" steam special from Sacramento to Portland over SP Shasta Route. Leaves Friday morning on Amtrak "Coast Starlight" and returns from Portland to L.A. by air or Amtrak

June 22-July 1. "Shasta Route with Steam plus Pacific Northwest Tour." Two days with 4449 followed by conducted tour of the San Juan Islands and Olympic Peninsula in Washington State, including special excursion on Seattle & North Coast Railroad. Departs L.A. by Amtrak and returns by air or Amtrak.

June 29. Seattle & North Coast excursion, one way from Port Townsend to Port Angeles with several photo stops planned. Space is limited; fare $35 includes lunch.

CONTACT: For VIA Canada tour: Mountain Outin' Tours, Inc., P.O. Box 70, East Irvine, CA 92650; 714/837-9061 (mornings). For "Daylight" packages (which include rail fares, hotels, transfers and some meals): Pacific Railroad Society, Inc., P.O. Box 2858, Riverside, CA 92516; or call for May 27-June 3 trip 714/684-7458; June 16-18 trip from Phoenix, 602/979-6574; all other "Daylight" trips, 714/837-9061.

WINCHESTER, VIRGINIA, May 12. Winchester Chapter NRHS sponsoring the "Apple Blossom Special" excursion on B&O with RDC cars from Winchester, Va., to Baltimore, Md., and a tour of B&O Museum. Round trip will traverse rare scenic mileage on freight-only lines plus main line from Harpers Ferry through Point of Rocks. Contact: Winchester Chapter NRHS, P.O. Box 282, Winchester, VA 22601 (SSAE please), or call 703/662-8964.

CASS, WEST VIRGINIA, May 18-20. Cass Railfan Weekend featuring runs on Bald Knob Mountain and former-C&O Greenbrier line to Durbin. Motive power will include double-headed Shays and the world's largest Shay, Western Maryland 6. New this year will be WM BL2 diesel. Both freight and passenger consists will be available for photography with lots of runbys and a Saturday night photo session conducted by R&R Editor Jim Boyd. Slide and movie show in shop building on Friday evening plus banquet Saturday evening.

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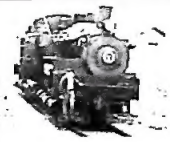
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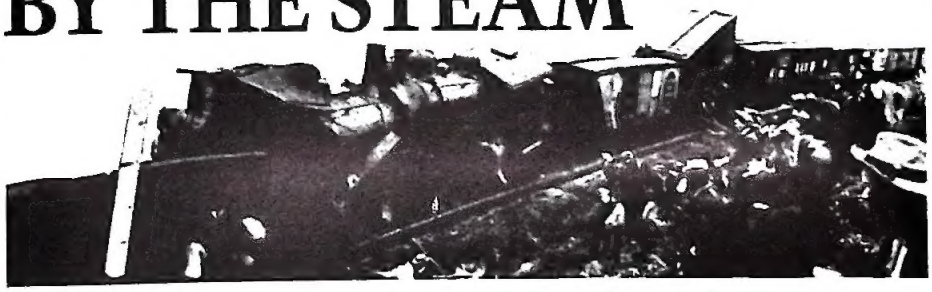
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ESCANABA, WISCONSIN, May 18-20. Annual Meeting of the Chicago & North Western Historical Society will include movies, slides, contests and modeling clinics plus C&NW tours and night photo session. Saturday night banquet with speaker. For information, send SSAE to: A.D. Baker, 3706 Oakwood Drive, Racine, WI 53406.

AKRON, OHIO, May 19. Tentative schedule set for "Pittsburgh Limited" excursion via B&O main line and P&W Sub using Chessie gold GP40-2 GM50. Consist will include open-window heavyweight and air-conditioned coaches plus snack and souvenir service. Departs Akron 8:00 a.m. and returns 8:00 p.m. with four-hour layover in Pittsburgh for sightseeing and dining within walking distance of Station Square restaurant/shop complex. Adults $35, senior citizens $30, children under 16 $25. Contact: Rails Diversified, P.O. Box 1567, Stow, OH 44224; 216/688-9942 (9:00 a.m. to 4:00 p.m.)

BREWSTER, OHIO, May 19-20. Main line steam excursion using NKP 2-8-4 765 from Brewster to Toledo and return each day via N&W's W&LE lines. Coach, open window, First Class and Pullman accommodations available. Send large SSAE to: Orrville Railroad Heritage Committee, Box 31, Orrville, OH 44667.

CHICAGO & NORTH WESTERN The proposed 1984 schedule for 4-6-0 1385 is as follows (check locally for tip details and exact schedules):

May 20, Madison, Wis., trips to Waunakee and Oregon; June 15, North Freedom to Wisconsin Rapids; June 16, Wisconsin Rapids display; June 17, Wisconsin Rapids to Adams; June 18, Adams to Butler; June 23-24, Butler Railroad Days; June 28, Butler to Green Bay via Shore Line; June 30-July 1, Green Bay trips to Bellevue; July 3, Green Bay to Wausau; July 4, Wausau display; July 5, Wausau to Green Bay; July 12, Green Bay to Escanaba; July 14-15, Escanaba trips for Lion's Club; July 16, Escanaba to Green Bay; July 19, Green Bay to Oshkosh; July 20, Oshkosh display and then to Fond du Lac; July 21, Fond du Lac to Butler; July 22, Butler to Chicago Passenger Terminal; July 23-29, display and possible trips out of Chicago Passenger Terminal; July 30, Chicago to Clinton, Iowa; July 31, Clinton to Beverly.

August 1, Beverly to Marshalltown; Iowa; August 2, Marshalltown to Des Moines via Nevada; August 3-5, trips out of Ankeny; August 7, Des Moines to St. Joseph; August 8, St. Joseph to Kansas City; August 10-11, Kansas City trips for NMRA convention; August 12, Kansas City to Trenton; August 13, Trenton to Des Moines or Marshalltown. September 8, Boone Pufferbilly Days; September 10, Boone to Council Bluffs; September 22-23, Council Bluffs River City Roundup trips one or both days; September 24, Council Bluffs to Boone; September 25, Boone to Beverly; September 26, Beverly to Clinton; September 27, Clinton to Proviso; September 28, Proviso to Janesville; September 29, Janesville display; September 30, Janesville to North Freedom.

DENVER, COLORADO, May 27. Union Pacific 4-6-6-4 3985 will power an all-day 290-mile Denver to Laramie and return trip over Sherman Hill (diesel power on Colorado portions of the run). Photo runs are planned with 3985. For trip flyer contact: Rocky Mountain Railroad Club, P.O. Box 2391, Denver, CO 80201 (SSAE appreciated).

SOUTH CARVER, MASSACHUSETTS, June 16-17. Edaville Railroad 15th Annual Railfan Weekend & Collector's Flea Market at the Edaville Railroad on Route 58. 10:00 a.m. to 5:30 p.m. each day. Admission and train ticket $6 adults, children $3 and under age 3 free. Contact: John Bryden, Edaville R.R., P.O. Box 7, South Carver, MA 02366; 617/866-4526.

CINCINNATI, OHIO, August 25-September 3. NRHS National Convention to include steam trips with NKP 2-8-4 765, N&W 4-8-4 611 and SR 2-8-2 4501 plus rail facility tours, Whitewater Valley R.R. and Dayton trolleybus system. Spectacular fireworks at Cincinnati's Riverfest celebration on Labor Day. Addresses and prices will be published as soon as details are finalized.

INTERNATIONAL TOURS

CHALLENGER TOURS, 3672 Nottingham Way, P.O. Box 8965, Trenton, NJ 08650; 609/586-4664, has the following tours scheduled. Contact them for full details:

SOUTH AFRICA, May 18-June 11. Everything from two-foot gauge to the Blue Train on Railway Travel & Photography tour.

SOUTH AFRICA, April 6-22 or May 25-June 17. Two chances to join other fans chasing steam with experienced leader from Railway Travel & Photography.

TURKEY, May. Tour eastern Turkey in private sleeper and diner equipped steam train by Intraflug.

EUROPE, June 1-14. Railway Travel & Photography scenic tour of France, Switzerland, Germany and Holland from steam tram to TGV.

SCANDINAVIA, June. Woodburners in Finland and steam in Sweden under midnight sun with Railway Scene and Intraflug.

ZIMBABWE, June 29-July 14. Land of Garratts with Railway Travel & Photography.

GREAT BRITAIN, June 30-July 15. Railfan tour with Railway Travel & Photography; crossing on Queen Elizabeth 2 optional.

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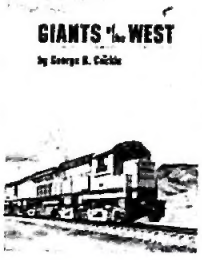

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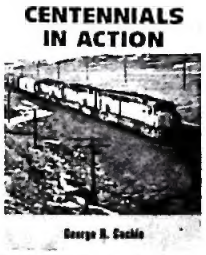

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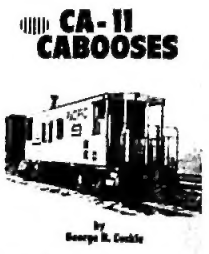

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RAIL STUDY TOURS INTERNATIONAL, c/o W.I.T. Travel, 1401 Wilson Blvd., Arlington, VA 22209, (703/998-2362) has the following tours planned for 1984:

FINLAND, 17 days in May, featuring chartered steam trains plus tram specials and lake steamers. Depart New York or Helsinki. Post-tour train trip to Hungary also available.

SOUTH AMERICA, 22 days in August, featuring steam on G&Q in Equador, Central of Paraguay woodburners, Uruguyan State Railways and industrials, the Esquel & Rio Gallegos narrow gauge of Argentina and Dona Teresa Cristina with 2-10-2s and 2-10-4s in Brazil. Departs Miami.

AUSTRALIA AND NEW ZEALAND, 23 days in September for diesel and electric railways plus steam excursions. Departs Los Angeles.

CHINA, 23 days in November—the People's Republic of Steam! Visit northeast China including Datong steam locomotive factory. Steam plus streetcars. Originates in San Francisco with return stop-over in Japan available.

Contact Rail Study Tours International at the above address for full details.

RAILROADIANA MEETS

HELENA, MONTANA, April 15. Fourth Annual Railroad Fair from 10:00 a.m. to 5:00 p.m. at the Colonial Inn Executive Room, 2301 Colonial Drive. Model and toy trains and railroadiana. Admission $1, kids under 12 free. Tables $10. Contact: John A. Elliott, 24 South Montana, Helena, MT 59601 (406/443-2348).

MANSFIELD, OHIO, April 21. 16th Annual Railroadiana & Model Railroad Flea Market & Show at the Masonic Temple, Lexington Avenue at Middle-Belleville (U.S. 12 on south side of city) from 10:00 a.m. to 4:00 p.m. Adults $1, kids under 12 free with adult. Contact: Bob Kitley, 752 W. Fourth St., Mansfield, OH 44906; 419/526-0680.

HAZELWOOD, MISSOURI, April 28. Railroad Swap Meet hosted by the McDonnell Douglas Railroad Club at the Hazelwood Community Center, 1186 Teson Rd. from 9:00 a.m. to 2:00 p.m. (seller set-up 8:15 a.m.). Admission $1; table advance $6, at door $8. Contact: Richard S. Young, 105 Francisca, Florissant, MO 63031; 314/837-3407.

SYRACUSE, NEW YORK, April 29. Toy Train Collectors Society Train Show, Sale & Swap Meet at Sheraton Inn Convention Center on Electronics Parkway from 11:00 a.m. to 4:00 p.m. Admission $2 adults, kids under 12 50¢. Contact: Charles A. Brown, 3867 Slate Hill Road, Marcellus, NY 13108; 315/673-3198.

CORFU, NEW YORK, April 29. Great Lakes Central Model Railroad Auction at the Corfu Fire Hall on Route 33. Viewing and consignments at 8:00 a.m. with auction starting at 10:00. Admission $1.50. Contact: Dan Orr, 2608 School, East Pembroke, NY 14056; 716/762-9005 or Ron Stewart, 2707 Peters Corners Rd., Alden, NY 14004; 716/937-9354.

DURAND, MICHIGAN, May 6. Railroad History Museum Model Railroaders Flea Market at the VFW Hall on Saginaw Street downtown from 11:00 a.m. to 4:00 p.m. Admission/donation adults $1, kids 50¢. Eight-foot tables $5 in advance, $8 at door (limit 4 tables per individual or group/organization). Make rental checks payable to "Durand Railroad History Museum." Contact: Janet Elliot, 9401 Ridge Road, Goodrich, MI 48438; 313/636-7949 (after 4:00 p.m. weekdays).

GREENWICH, CONNECTICUT, May 20. Railroadiana and Model Train Meet sponsored by the Greenwich Model Railroad Club from 9:00 a.m. to 2:00 p.m. at the Greenwich Civic Center in Old Greenwich. Admission $2.50, kids 12-16 $1, under 12 free. Tables $8 (includes one admission). Contact: John Mech, P.O. Box 621, Rye, NY 10580; phone Jim Falion, 203/869-1630 ext. 324.

PEORIA, ILLINOIS, May 20. Joint Model Railroad & Railroadiana Swap Meet hosted by the River City Railroad Club and Illinois Valley Railroad Club from 11:00 a.m. to 4:00 p.m. at the Peoria Community Workshop & Training Center, 3215 North University, behind Wendy's restaurant. Continuous slide show and operating model railroads. Admission/donation $1, kids under 13 free with adult. Tables $5 in advance, $6 at door. Contact: Roger Kujawa, 1612 W. Columbia Terr., Peoria, IL 61606; 309/676-8382.

KITTANNING, PENNSYLVANIA, May 20. Central Armstrong Model Railroad Train Meet at Kittanning Fire Hall, four miles east of Kittanning on Route 422, from 10:00 a.m. to 4:00 p.m. Adults $2, kids under 12 free. Contact: James W. Boyer, Sr., RD2 Box 133, Ford City, PA 16226; 412/763-8327.

SOUTH CARVER, MASSACHUSETTS, June 16-17. See Edaville entry under "Railfan Events."

CHARLOTTE, NORTH CAROLINA, June 16. Piedmont Carolina Model Train & Hobby Meet at Holiday Inn North, 3815 N. Tyron St. at Craighead Road from 9:00 a.m. to 4:00 p.m. Buy/sell railroadiana, model train and hobby items. Admission $2. Contact: David Summerford, Rte. 1 Box 41, Pineville, NC 28134; 704/588-0147.

GOLDEN, COLORADO, July 14-15. "Mile High RAILFAIR" at the Jefferson County Fairgrounds, 15200 W. 6th Ave. in Golden. Everything for the rail hobby including models, antiques, artwork, exhibits, collections of artifacts and movies. Saturday 10:00 a.m. to 6:00 p.m. and Sunday 10:00 a.m. to 5:00 p.m. Many door prizes. Adults $1, senior citizens 75¢, kids under 12 50¢. Contact: Intermountain Chapter NRHS, P.O. Box 5181, Terminal Annex, Denver, CO 80217.

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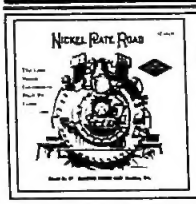

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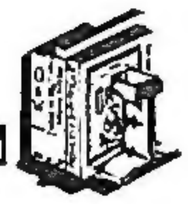

What's new?

Growing Up With Trains II, by Richard Steinheimer and Ted Benson, does for northern California what Steinheimer and Sims' *Growing Up With Trains* did for southern California. This handsome 112-page horizontal 8½" × 11" softcover features superbly-reproduced black & white work of the West's finest photographers along with 15 pages of full color (Tom Savio's color silhouette of an SP SW1500 against a twilight sky has to be one of the most creative uses of flash we've ever encountered; he used a distant flash to pop out the reflectorized lettering against the otherwise stark black unit and boxcar). The time span covered is late steam era to the present, and the book sells for $18.95 from *Interurbans Press,* P.O. Box 6444, Glendale, CA 91205.

And if you're going to be railfanning California—or anywhere on the SP—you'll want to have the employees-timetable-sized *Southern Pacific Locomotive Directory 84,* from *Wordways,* P.O. Box 2592, Menlo Park, CA 94026. This 9¾" × 4" 40-page softcover book lists by number the entire SP diesel roster as of December 1983 and makes an excellent spotter's notebook. The price is $4.95 plus 50¢ shipping (Cal. res. add 6½% tax). Wordways also has a smaller pocket-sized *Railfan Logbook* with organized columns for recording your train-spotting and photography details. The price is $1.95 plus 50¢ shipping (also Cal. tax).

Corsicana and the Ennis Sub is the title of the latest effort by Robert P. Olmsted and *McMillan Publications,* 3208 Halsey Drive, Woodridge, IL 60517. It is a 120-page top-quality hardcover pictorial of the SP and Cotton Belt action in northeastern Texas and covers such diverse images as tunnel motors on the main lines, BN pushers on unit coal trains, a Cotton Belt GP30 on a branch local and lots of U-boats, big and small. It's interesting coverage of an often-overlooked area. The price is $25.95.

Shortly after the GG1s made their last runs this past October (March 1984 R&R), *Quadrant Press,* 19 West 44th St., New York, NY 10036, announced the fourth printing of Karl Zimmermann's authoritative softcover book *The Remarkable GG1.* Originally published in 1977, it is a pictorial history of the GG1s through the restoration of green-and-pinstripes 4935, but an epilogue has been added that acknowledges the restoration of red 4877 and briefly describes the last runs on October 29. Also included is a listing as of November 1983 of all preserved GG1s. A very well written and nicely produced 74-page 8½" × 11" horizontal book, it sells for $6.95.

Computers have entered the world of railfanning, and *The New Twin Cities Railfan's Guide* by Karl Rasmussen and Craig Wiester is a striking example—it consists of an 18-page fan-fold print-out right off the computer, with each edition date labeled. This way they can constantly update the information on railroad activities around the Minneapolis-St. Paul area and have the very latest revision available for each order. The price is $2 from *Tiger Paws,* Craig M. Wiester, 1917 James Avenue South, Minneapolis, MN 55403.

Narrow Gauge for Us, by Charles Cooper, is the illustrated story of the Toronto & Nipissing Railway in a fine 160-page hardcover from *Boston Mills Press,* 98 Main St., Erin, Ontario N0B 1T0. All photos are cleanly reproduced on heavy stock and include such things as a double-boilered Fairlie, ice-harvesting operations, the Kirkfield quarry narrow gauge and numerous action views of CN steam in latter days. Since the T&N converted from 3'6" to standard gauge in 1881, scenes of the actual narrow gauge are few, but its story is intriguing. $24.95.

Northern Pacific Views, by Edward W. Nolan, is an exquisitely-printed 206-page 11"x 9½" horizontal format hardcover pictorial of photos by F. Jay Hayes who worked westward with the NP in the 1870s photographing the countryside, people, towns and, of course, the railroad. It's a fascinating look at the civilizing of the West, and there are plenty of purely railroad and locomotive views to keep the railfan satisfied. The price is $24.95 from *University of Washington Press,* Seattle, WA 98105.

Calendar Call

Permit a couple of observations before we get down to the business of reviewing the last of the 1984 calendars. The Union Pacific has continued the fine tradition of the "railroad calendar" which is sent out to customers and stockholders (though not readily available to the general public). Its 1984 version features the "Union Pacific System"

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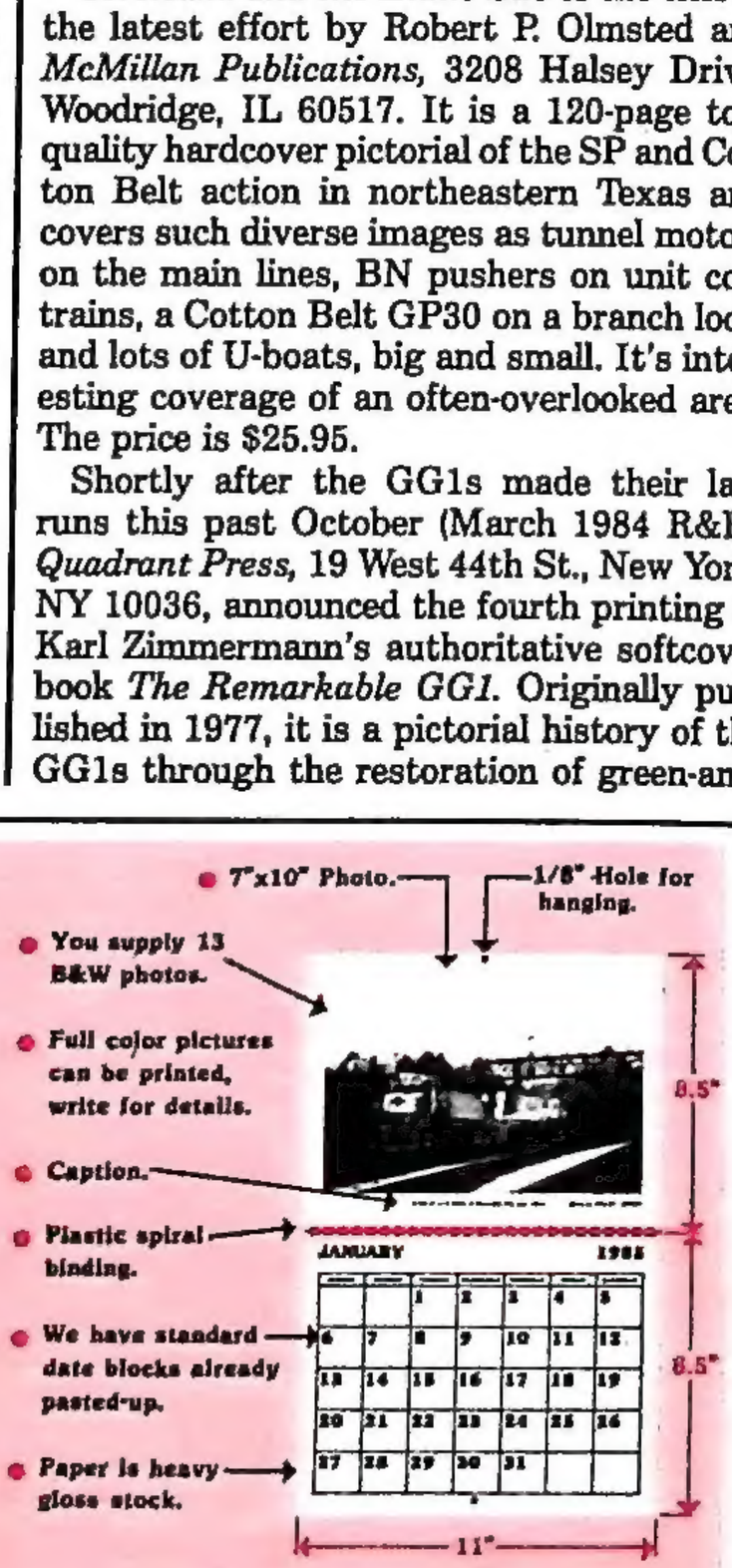

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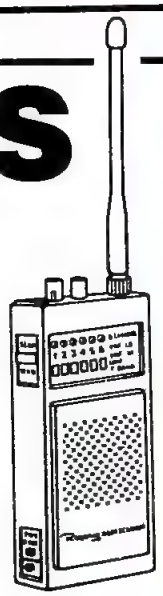

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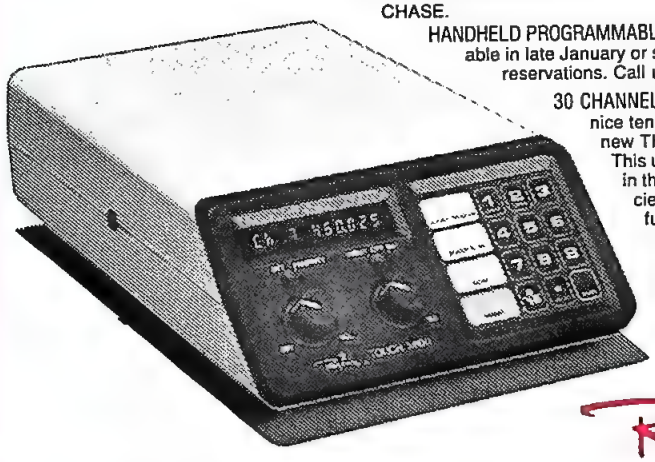

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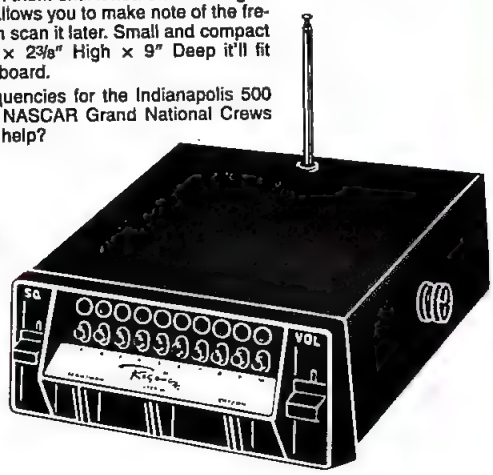

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and opens up with a full color view of four UP SD40s on a piggyback train at the classic over-and-under bridges near Pulga on the Western Pacific in Feather River Canyon. The calendar's other "train pictures" include Missouri Pacific units along the Arkansas River east of Ft. Smith, UP C30-7s in Wyoming and UP SD40-2s in the Nebraska cornfields. The other photos are "scenery shots." The calendar gives graphic evidence of the UP/MP/WP merger. Omaha advises that there are no more available from them at this time.

Those of you who are more fortunate than this editor and have easy access to my favorite Steak 'n Shake restaurants might want to pick up the 50th Anniversary Steak 'n Shake Calendar—no trains, but it does have some classic views of drive-ins with such vintage cars as 1950s Fords and Chevys and even an Edsel station wagon.

And now for the real stuff. Although it is out of stock from publisher *W.W. Norton* in New York, you may still find some copies of the "Don Ball Railroads 1984 Calendar" in bookstores or hobby shops. This 12"×24" folded-out wall calendar features full color shots of SP units viewed from an Amtraker, CNR 4-8-4 6218 in the snow on the GTW, black and gold Monon Fs on the *Thoroughbred* in Dearborn Station, WP green and orange GP40-2s/GP35s/GP40s in the desert, New Haven PAs, UP 4-12-2, Santa Fe E6, Steamtown CPR 4-6-2s in passenger colors, an Amtrak New York *Turboliner,* Green Mountain RS1 and other scenes. All color is brilliantly reproduced, and the calendar is handsomely designed. List price is $8.95.

In the black & white department, *McMillan Publications,* 3208 Halsey Drive, Woodridge, IL 60517, has done a beautiful job with the oversize 22"×14" folded-out "1984 All Santa Fe Calendar." Featured views include an FP45 on the Needles District, freight Fs at Pueblo, an E8mA/E8mB/E3B set on the *Chicagoan,* Santa Fe units on WP's Keddie Wye, GP50s/GP40X, a classic *Texas Chief,* U23Cs on the "Hurley Hauler," a 4-6-2 in action, a U30CG leading a piggybacker, Chicago's FM H12-44TS passenger switcher and a variety of other action scenes. A very professional job with excellent photo reproduction for $6.95.

"The *Zephyrs* 50th Anniversary Calendar: 1934-1984" is a distinctive offering from the *Burlington Route Historical Society,* P.O. Box 456, La Grange, IL 60525, for $6 postpaid. The 17"×11" folded-out wall calendar features good photo reproduction on very heavy stock of scenes of the Burlington's famous *Zephyr* fleet including an E5 on the *Sam Houston Zephyr, Injun Joe* 9903, the A-B-A F3s on the CZ, 9908 *Silver Charger* on the road, streamlined 4-6-4 4000, 9902 as the *Texas Rocket,* an E5 and *Silver Dome,* FW&D E5s, Chicago's Union Station throat with two *Zephyrs* and a Baldwin switcher, A-B shovel noses 9906A/9906B on the *Denver Zephyr,* the 9900 meeting a 2-8-2, and an E5 on the articulated *Nebraska Zephyr.* The entire calendar is laid out in "Zephyr" typeface and has a silver cover; it's a classy job.

The Great Northern Railway Historical Society, c/o Martin Evoy III, 6161 Willow Lake Drive, Hudson, OH 44236, has produced a handsome "1984 Great Northern Railway Calendar" in the 17"×11" folded-out wall format with plastic ring binder featuring very nicely reproduced b&w GN scenes including 2-8-8-0s at the Superior roundhouse, a narrow gauge copper anode transfer operation, the Superior ore dock with ore boats and a steam tug, GP35s/SD45 action, the postwar *Empire Builder,* a 4-8-2 on the *Builder* at Willmar, a 1922 overview of Wenatchee's Appleyard, a 4-8-0 on a sheep train, FTs in the Havre Shops and other views. The price is $4.50 postpaid.

The *Mad River & NKP Railroad Society,* P.O. Box 42, Bellevue, OH 44811, has generally good photo reproduction on its 1984 calendar featuring black & white photos of NKP RSD12 329, a Railway Express Agency truck of 1926, an NYC E7, an NKP 4-6-4 on a passenger train, an NKP 0-8-0, NKP 2-8-4 765 in 1983, the LS&MS yard in Norwalk in 1892, a Lake Shore Electric package motor, N&W 4-8-4 611, N&W Train Master 3595, an NKP PA, NYC E8s and another NKP 4-6-4. The price is $2 postpaid.

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MIND THE DOORS PLEASE, *The Story of Toronto and its Streetcars,* by Larry Partridge is a 120-page, 8½" × 11" hardbound book that is an attractive and interesting look at street railway operations in Toronto from the horsecar era up to the present. The focus is on the routes and the cars and the development of the Toronto system. Over 150 photographs ranging from vintage to current day are presented. All are of good interest, and the majority are well reproduced.

Toronto has operated a wide variety of equipment from its early days to the present fleet of Canadian Light Rail Vehicles. A very large roster of PCC cars acquired both new and later second hand, their famous Peter Witts and even a modest fleet of single-truck Birney cars are all represented here in fascinating operational views. The radial or suburban lines and their cars are shown along with the work cars.

As with his previous book, *The Witts,* the author has a good feel for his subject, coupled with a small but caring publisher. The result is a very interesting, attractive book. Available at $19.95 from *The Boston Mills Press,* 98 Main Street, Erin, Ontario, Canada NOB 1T0.

RED CAR DAYS, *Memories of the Pacific Electric,* by Raphael Long, is presented as Interurbans Special No. 92, a 64-page, 8½" × 11" softbound that is basically a photo album of Pacific Electric scenes by the author, recorded mainly in the 1940s. This reviewer is among the countless other traction fans who have had a long fascination with the once and forever great Pacific Electric system. Opening with scenes in and around the Main Street Station and the Subway Terminal, we travel to various locations with the photographer, viewing the varied and distinct equipment types operating their usual assignments of the era. In addition to the wood cars, the 950s and the "tens" (1000s) which were saved by the coming of the war, we are treated to numerous interesting scenes of the city, suburban and interurban cars in operation.

The freight, along with the express and RPO operations, are viewed briefly, as is the architecture of stations and related structures. There is a brief description accompanying each section, which along with the photo captions make interesting reading. Photographic reproduction, so very important, is good. The book is priced at $11.95 plus 85¢ postage and handling from *Interurban Press,* P.O. Box 6444, Glendale, CA 91205.

Recording Review

"Santa Fe, All the Way," by Johnny McCollum; 45-r.p.m. record available by mail from *Gandy Dancer Records,* P.O. Box 17737, Nashville, TN 37217, for $2.50 postpaid.

Transportation has always inspired songwriters from the old ditty about the Erie Canal to today's Country & Western trucker's themes and, of course, trains. While Johnny Mercer's famous "Atchison, Topeka & Santa Fe" conjures up images of 3450-class Pacifics matching heavyweight schedules to the ticking of a Hamilton 992-B pocket watch, there's a new song with a Country beat that is strictly CTC, piggybacks and yellow and blue warbonnet SD40-2s and C30-7s.

The composer and performer of "Santa Fe, All the Way," is Johnny McCollum, an engineer on the Santa Fe's Illinois Division working between Ft. Madison, Iowa, and Chicago who also does singing and playing with local bands in the Ft. Madison area. Often using the name "Johnny Credit," McCollum has had about two dozen of his works recorded by such Nashville artists as Barbara Mandrell, Marie Osmond, Leroy Van Dyke and Faron Young. On this record, however, Johnny does his own performing and is backed up by a fine studio band with some great fiddle, harmonica and pedal steel work on a typical lively Country beat.

"Hot loads headin' for the Coast ... They'll be there in three days ... On the Santa Fe, Santa Fe all the way!"

Johnny came up with the idea for the song while sitting on an engine waiting for an air test in Chicago's Corwith Yard, and he says he later wrote it down in about ten minutes. Though not available in most record stores, the Santa Fe has helped to promote the song along its routes with local radio stations, and "there probably isn't a jukebox in Ft. Madison that doesn't have a copy of the record."

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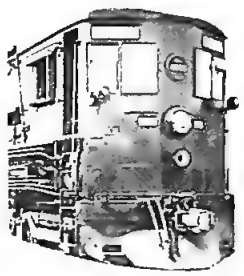
CAB-FORWARD

By Robert J. Church



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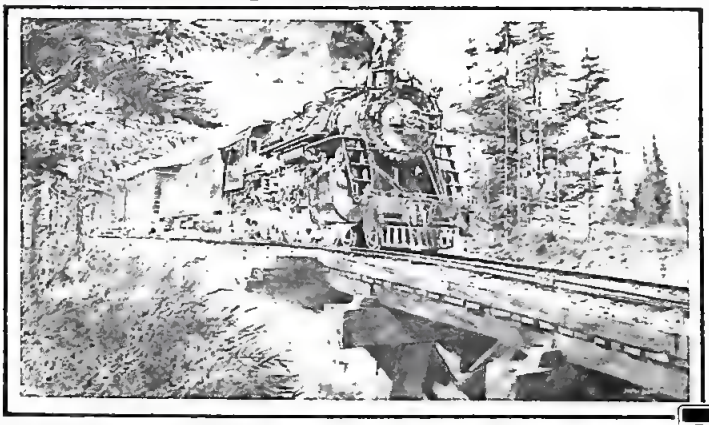

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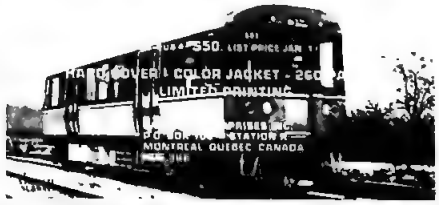

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The Santa Fe has acquired rights to the song for possible future use in ad campaigns.

You can order the record from Gandy Dancer Records at the address above for $2.50 postpaid. The flip side, incidentally, has another McCollum tune "Texas Lady," which is well worth a listen. Nobody interested in railroad music, though, should miss "Santa Fe, All the Way"—ROBERT NICHOLSON.

Book Review

Dining On Rails: An Encyclopedia of Railroad China, by Richard Lucken. Published by *RK Publishing*, 3875 Eaton St., Denver, CO 80212. Hardcover 320 8½" × 11" pages plus color chart and update sheet(s). Available from the publisher at $41.95 plus $2.00 postage.

China collectors and railroad buffs have been in need of definitive information, and Dick Lucken has gathered it together. A new bible of dining car china is now available in an easy reading yet precisely accurate limited edition hardcover. Dick Lucken has been successful in an area where others in the railroading collecting fraternity have never ventured. He gained the trust and confidence of a host of premier collectors so that they would photograph and share their precious collectables with the world. Many previously unknown patterns were located and verified through intensive research by Dick and a group of friends around the country.

Lucken, his wife and others actively worked on this book for over three years. His friendly personality is reflected in his work. He traveled the country collecting information, and all areas are equally represented. Hundreds of patterns are listed, and some photographs were taken at remote locations. The author developed and provided technical information to both amateurs and professionals in order to obtain the best possible result. Both the photos and their reproduction in the book are excellent.

Information presented includes a new simplified name and numbering system that was designed for easy understanding and future expansion. This is followed in each listing by a color code that references a chart furnished to each purchaser along with the book. Manufacturer information and an explanation of documented historical uses and anecdotes complete each entry. It should be noted that only those patterns that physically exist are documented. Representative hotel, steamship and foreign rail related china is also shown.

Half of the book is devoted to chapters with titles like "History of Railroad China," "China Date Codes," "List of China Manufacturers" and "China Advertising" as well as a full explanation of the authors new ID system (already in use by many collectors). This information transforms the book from a simple listing to an interesting and informative reference that will appeal to anyone even slightly interested in china. I think that a result of this book's availability will be a marked increase in the number of china collectors. Casual collectors will now be able to

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browse at flea markets with information previously known to only the very advanced.

Periodic update sheets are planned to present corrections and new discoveries. Owners of the book will always have the fullest information available. Even a price guide is planned. A few errors and ommissions have already been found, and book purchasers will be so notified.

Railroad recipies, dining car menus, ads and even HO models were used by the author to enhance the beauty of the book. It is a limited edition of 2,000 numbered and signed copies, and at last report over half have already been sold. Lucken's book should be in every collectors' library, and even non-collectors should consider it. The insights offered into railroad Dining Car Departments alone make this book worth investigating—GARY R. ALTSCHULER.

Videos

"The Canal Route," by *Lasting Impressions,* 10711 English Oak Ct., Louisville, KY 40222. 37-minute VHS or Beta color videotape cassette; $49.95.

I have to confess that I wasn't expecting much from a tape of a laid-back little tourist operation in southern Indiana, but Ken and Ron Durham have produced a highly interesting and entertaining show. Photographed in December 1982 during two weekends of winter operation on the Whitewater Valley Railroad, the bleak landscape and work-a-day

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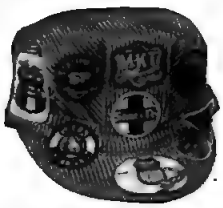

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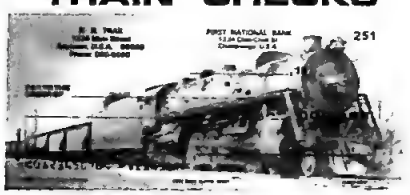

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weathering on the locomotive produce some unexpected and surprisingly timeless images of a short line that happens to haul tourists instead of pulpwood.

The locomotive is former Florala Saw Mill 2-6-2 100, a chunky cabbage-stacked 1919 Baldwin 2-6-2 (featured in "Scrappers save a steamer" in the Winter 1976 RAILFAN), restored in 1976 as a woodburner but now fed large chunks of bituminous coal. She's a fascinating little beast with slope-back tender and Walschaerts valve gear and capable of pretty respectable stack talk when they "thrash" her. The railroad is the Whitewater Valley, which operates 17 miles of former-NYC line between Connersville and Metamora, Indiana—much of the line is laid on the towpath of an old canal, hence, the name "The Canal Route."

The videotape begins with the 2-6-2 getting ready and departing Connersville and then follows it on a typical run to Metamora and back. Included are numerous runpasts and some extended side-by-side pacing where you can really study those tiny drivers and condensed monkey-motion at work—because the load is light and railroad essentially flat, there are only a few moments of really good stack talk, and much of the pacing is accompanied only by the sound of the wheels slapping the rail joints. The one-lung air pump on the 100 becomes the predominant sound in most of the runpasts, although there are enough sequences with good working exhaust to leave the viewer satisfied.

What makes this tape particularly impressive, though, is the excellent technical quality of the camera work, editing and final production. The Durham brothers are pros who have top broadcast quality equipment and know how to use it, and they are particularly good in their editing. They use a variety of camera angles—such as inside the cab and over the top of the cab on board the engine as well as lineside using the full range of wide, tele, zoom, framing and transitioning shots.

The real zinger in this tape, however, is their night work. Using a "sun gun" and available light, they catch the servicing of the engine at Laurel at night and then do a runby at a crossing where the headlight approaches and the engine bounds into the lighted area with remarkable clarity. Then comes an extended side-by-side night pacing sequence with the engine lighted by the sun gun from the paralleling vehicle—it's delightfully different and exciting. Dramatically evident at night is the propensity of the engine to shuck out sparks from its stack—it's a virtual Vesuvius departing Metamora with excellent visuals and sound. And when you get back to daylight running, a backlighted sky produces a fantasy effect of fire-like smoke and ghostly disappearing telephone poles.

All in all, this is a "fun" tape that is of excellent professional quality and very entertaining to watch. Their first rail video effort, "Berkshire Through the Bluegrass," featuring Nickel Plate 2-8-4 765 on 1982 ramblings for the Southern Ry. in Kentucky, exhibits the same professional approach and attention to detail. Both tapes surely made a "lasting impression" on me—J.B.

We'd like you to meet...

Paul D. King

You don't find many 25-year-olds who can list their profession as "steam locomotive engineer," but Paul King, author of the article in this issue on the Texas State Railroad, is one. He was born on November 12, 1958, in Austin, Texas, where he lived for 18 years. After graduating high school in 1977, he left home and went to work for a small private railroad in Houston for a year.

Paul's grandfather was a boilermaker and inspector for the Southern Pacific, and Paul wanted to follow in his footsteps, working on and around steam locomotives. When he learned of the Texas State Railroad, he went to work there, first in the shop, then in maintenance of way and finally in engine service, initially as a fireman and then promoted in 1983 to engineer.

In addition to his work with "the big stuff," Paul is a past vice president of the Southwestern Live Steamers and is actively engaged in 1½" live steam. His equipment includes an SP P-4 4-6-2, several flats, gondolas and hopper cars plus a couple of ca-

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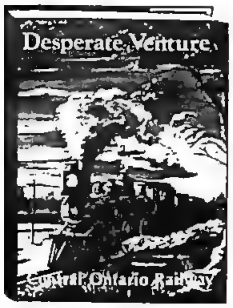

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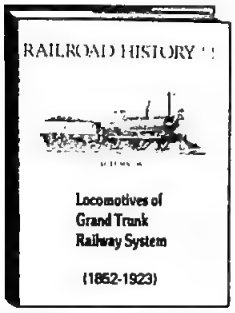

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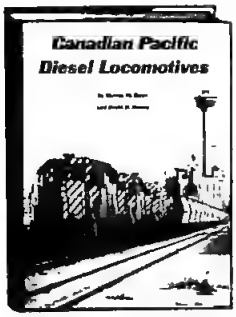

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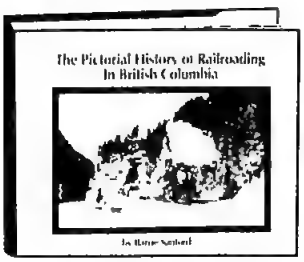

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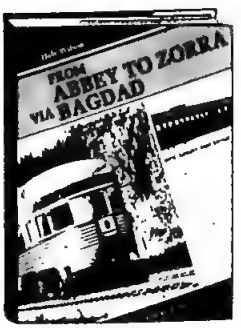

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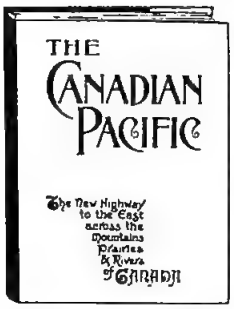

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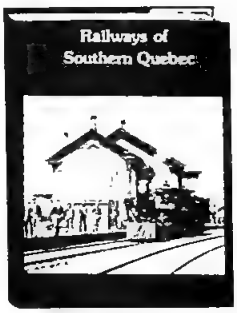

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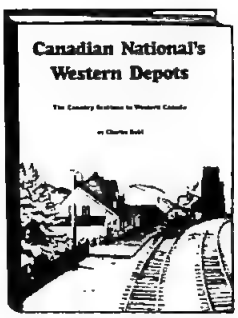

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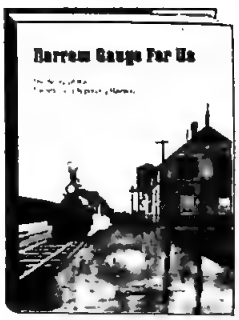

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beese—one an SP bay-window. Although he enjoys the SP and Katy, Paul's favorite railroad is the Missouri Pacific, and he's a member of the MP Historical Society.

Chasing, pacing and photographing trains are among his primary interests, and he uses a Yashica TL-Electro 35mm camera with a 135mm telephoto and 2X converter. He shoots both color slides and black & white negative for prints. He also collects railroadiana.

Besides enjoying his overlapping job and hobby interests, Paul spends a lot of time with his family. Wife, Lois, and 3-year-old daughter Katie (purely a coincidence!) put up with his trains pretty well, and Katie can already recognize a "choo-choo."

Steven Wayne Bledsoe

The photo on the cover of this issue was taken by Steve Bledsoe of Austin, Texas, on the opening day of the 1983 season of the Texas State Railroad in April. At that time Steve was not yet twelve years old, certainly making him one of the youngest contributors we've had for this magazine, and certainly the youngest cover contributor. And his father, Mike Bledsoe, assures us that Steve "shot this on his own," with no coaching from anyone.

Born on June 18, 1971, in Ft. Worth, Steve was in the cab of a Santa Fe F7 at the age of nine weeks and was taking pictures by himself with a Kodak X-15 at the age of eight. Steve is the youngest of three children of Mike and Jeannie Bledsoe and is the only one in the family to inherit Dad's passion for trains (Mike runs Bledsoe Rail Slides, a mail order railfan side business).

A few years ago Steve was given Dad's old Canon G-III-QL 35mm rangefinder camera, which he uses with Kodachrome 64. Most of his trips are taken with Dad, but Steve likes to stay away from the others at a photo location and create his own "different" view of the action. As a result, he has several slides in the Bledsoe Rail slide sets. On the May 1983 Sherman Hill excursion with UP 4-6-6-4 3985, Dad's camera malfunctioned and Steve saved the day with his excellent photos of the runbys. Steve's favorite Western railfanning spot is Hermosa Tunnel on the UP (above, in May 1982), though he has spent seven summer trips at Chama and Durango, Colorado. He has also spent a lot of time on the Texas State Railroad. Dad says that Steve is an expert in listening to and interpreting the information from the radio scanner and has a great memory for engine and train members.

The cover photo and the TSR shot on page 67 were chosen from about three dozen photos that Mike sent us for use with the article. The selections were made on the merits of the photos and subject matter, and the editor was not aware until after the photos were selected that they'd been taken by Steve and not his father!

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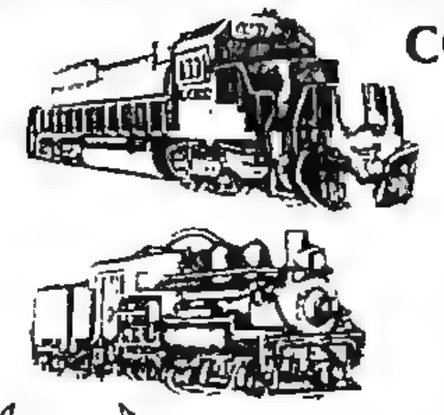

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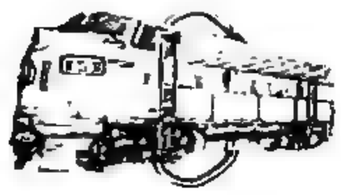

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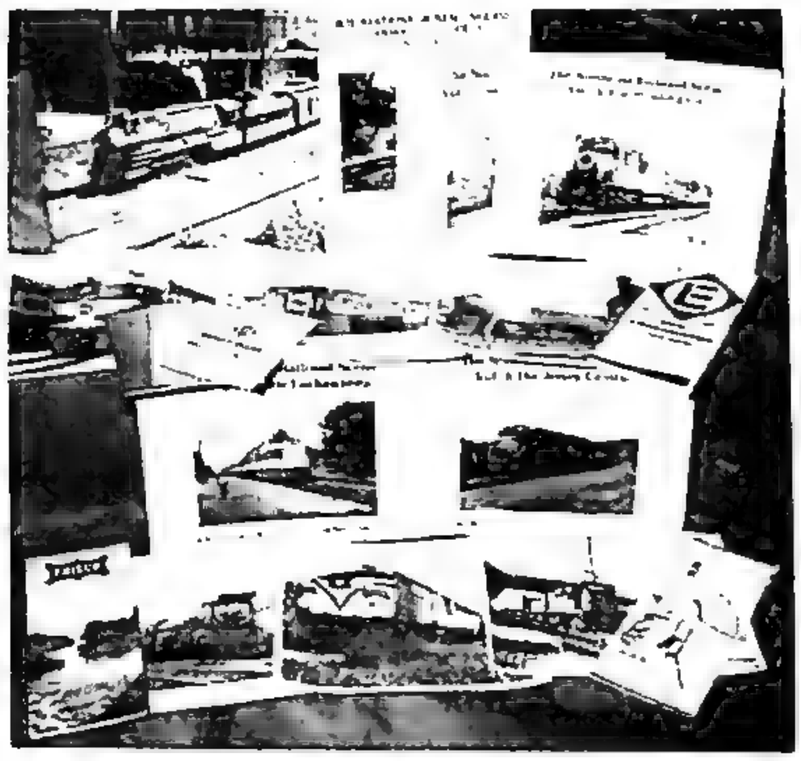

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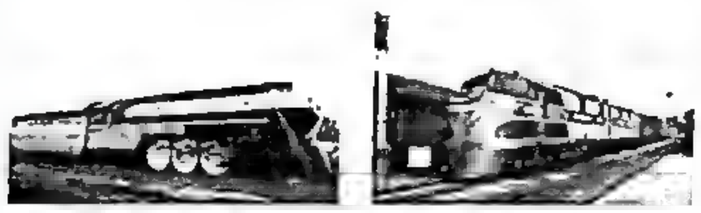
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Charles Bohi

Certain people become associated with a particular aspect of the rail hobby, and Charles Bohi is probably best known for his dedication to the study of depots. Born in Iowa, he developed an early interest in railroads and was particularly fascinated by the depots that often became the commercial focus of the prairie towns. Dismayed by the increasing demise of these structures in the mid-1950s, he took a simple Christmas present camera and began to photograph as many of them as possible. By 1980 he'd accumulated photos of more than 4000 depots and towers in North America.

In 1969, equipped with a Canon 35mm SLR, he "discovered" the relatively untouched depots in the prairie provinces of Canada and spent the next five summers documenting them, accompanied by his very supportive wife, Lynnette. One of the standard station designs of CN-predecessor Canadian Northern served as the basis for his first article in RAILROAD MODEL CRAFTSMAN in June 1977. In addition to other articles for RMC, Charles co-authored with H. Roger Grant a book entitled *The Country Railroad Station in America* and authored *Canadian National's Western Depots.* The article on Biggar, Saskatchewan, and the GMD1s in this issue is his first contribution to R&R, and he is also working with co-author Les Kozma on a book about Canadian Pacific depots in western Canada.

Charles and his wife have lived in White River Junction, Vermont, for the past eight years, where he is employed as high school teacher. The job gives him the summers to travel and gather material for his book and magazine projects. In spite of the beauty of the Vermont scenery, his first love in railroading remains the rural branch lines of the Midwest and prairies of Canada.

Les Kozma

The co-author of the article on the GMD1s was born in Hungary in 1954 and moved to Canada with his family at the age of two. He inherited an interest in railroads from his father, who would draw pictures and tell stories about railroading back in Hungary. Les began his own rail hobby by photographing railway structures of all kinds, beginning about 1968. By 1975 this interest had led to a grant from Alberta Culture (Historic Sites Service) to do a comprehensive report on railway stations in the province. In addition to this as-yet-unpublished report, he has had numerous articles published in *The Marker,* a publication of the Alberta Pioneer Railway Association, and was co-author of an article on CP section houses in the December 1982 RAILROAD MODEL CRAFTSMAN. The GMD1 feature is his first contribution to R&R; an accomplished draftsman, Les drew the map for the article.

Les and his wife, Lori, live in Edmonton, Alberta, where he is a superintendent and estimator for a construction firm.

In 1982 Les returned to Hungary on vacation. Visiting his father's hometown he found four live 4-6-2s—Dad hadn't been exaggerating his railroad stories! In photographing the Pacifics, however, Les failed to notice that the army was on maneuvers, and the authorities took great exception to his activities. "It was not a pleasant experience," he relates. ⊂

Camera Bag

BY JIM BOYD

Concerning Video

Having just passed Christmastime, it seems that everybody I've encountered recently is getting video equipment. I went to buy new slide projector bulbs at our local camera shop, and being a bit startled at the increase in price of the old standby DAK and ELH's, Rich Murray replied only half-jokingly, "the price is up because manufacturers are producing less projection equipment since everybody is buying video instead."

While that logic may be subject to debate, the fact is that home video cameras and systems have put a real dent in the home movie market. If you assume that the family has a color TV set and buys a VHS or Beta home recorder to tape programs for viewing at more convenient times or for watching rental movies, the next obvious step would be to get a camera and portable recorder to make your own railfan videos. Some big bucks are being spent to promote the use of such home video equipment, and the folks with money to spend seem to be buying it (Amtrak President W. Graham Claytor was spotted recently on a Southern fantrip with a new video camera in place of his trusty 16mm).

There are some things to consider, however, before jumping into the wonderful world of railfan video. The biggest initial obstacle is money—the equipment is very expensive. But once you've made the invest-

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ment, the "film" is incredibly cheap. A T120 1/2" videocassette that sells for about $14 will give you two hours of shooting—Super 8 movie film and processing for that same two hours would run over $600!

So what's the problem?

In a word: quality. What you end up with is just a video image playable only on a TV screen. It will look "pretty good" on a home 23-inch color TV set, but it will begin to deteriorate rather substantially on anything like those big projection TV screens. You won't be able to show your videos to any group larger than you can gather around a TV set; this may not sound like much, but on the one occasion that I tried to show a commercial railfan videotape to a dinner group, the project was a real hassle because of the need to transport a not-exactly-portable color TV set and the tape machine (they'd been rented for a business meeting the same day, and our dinner was essentially a "freebee" within the rental time, so cost was no object). It's not the sort of thing I'll try again, even though I'm the one who supplies projector and screen regularly for the meetings.

This compares to the ease with which Preston Cook shows up with his old 16mm projector and blows us away with his superb color movies of the EL out of Marion, the latest action on the Maine Central and delivery of the new C&O tugboat. The same goes for Super 8 sound.

From the standpoint of cost and quality, probably the best investment for a serious railfan interest in motion picture photography would be Super 8 sound rather than video. The Super 8 gives a reasonably good color image and combines it with sound, the latter being an almost essential element for

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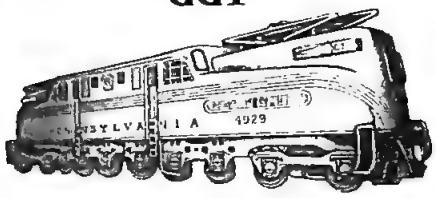

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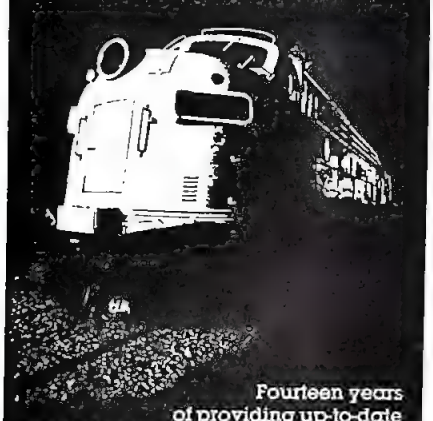

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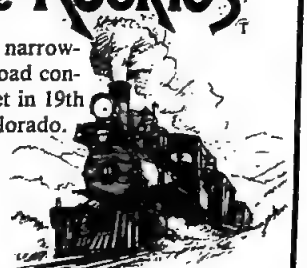

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anybody getting into the field today. I feel the Super 8mm is better than the video image, and it can be satisfactorily projected for group viewing. Of course, 16mm sound would be the ultimate for railfan action, but the expense and difficulty of 16mm sound makes it prohibitive.

A new 16mm silent Bolex EBM electric-drive movie camera sells today for about $3750, and a good 12.5-100mm f2 zoom lens to go with it will run about $2600. That's a lot of money for silent film. (Preston began shooting his 16mm silent color films many years ago after getting a "very good deal" on a used hand-wound Bolex, and he plans to stick with his system.) For a substantial investment you can get into dual-system 16mm magnetic sound utilizing a crystal oscillator to synchronize an external audio tape recorder to your movie camera and dub the sound onto the film's magnetic track at a later time. If "money is no object," this is the Cadillac of systems—rather than video—for the serious railfan photographer, because you will be able to produce virtually archival quality images.

The Super 8 system, on the other hand, can be acquired for about $850 (an example would be a Chinon camera with 6-to-1 zoom for about $500 and a sound projector for about $350). Three minutes of sound Kodachrome will run about $16 including processing. A decent video system with portable recorder and camera begins at about $1500 and goes up (that doesn't include the price of the TV set or the home recorder or playback unit, which we assume you already have for family purposes). The new "8mm" videotape systems that are about to be introduced will have about the same initial cost as the traditional ½" tape equipment and will not perform well as off-the-air home recorders, since they will combine camera and recorder into one unit. Some pros predict these systems will be a short-lived fad.

Having at least three good friends who have gotten into the video business making commercial-quality railfan tapes, the one experience common to all has been the compelling need to invest in better and more expensive equipment. Regardless of what the discount store hype says, the inexpensive video cameras and recorders will not give you a rugged and reliable system that will perform well at trackside. To get a really satisfactory image, you do have to invest in broadcast-quality hardware—and that, folks, is megabucks. You can get the same image and sound quality from a top-of-the-line Super 8 system for under $1000.

But what about that $14 versus $600+ for two hours of shooting?

Good question. How much film do you really need to shoot to cover any event adequately? I've chased a lot of trains and shot a lot of movies—16mm, 8mm and Super 8 sound—and there are darned few subjects worth two hours of footage. A good action runby will usually last less than half a minute, and even the finest side-by-side pacing in perfect light gets boring after five or ten minutes—and those opportunities are in the once-in-a-lifetime class. In almost a week of shooting Super 8 sound on the NKP 765's freight-hauling adventures on the TP&W, I'd used only 200 feet of film and would have been hard-pressed to shoot more without resorting to less-than-lively subject matter.

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The biggest problem with most amateur movie-makers is their failure to edit their material to keep it "moving along" and interesting. Until now, only the constraints of a spring-wound camera and a three-minute load of film enforced discipline on most amateur movie makers, and the advent of the zoom lens and motor drive encouraged more lousy filming than good camera work. The almost unlimited time available to video shooters frequently causes diarrhea of the trigger finger more than anything else. Snappy runbys that you'd get on a movie are dragged out with an interminable tele on the approaching train—usually hand held and nauseatingly jiggly—followed by a stomach-wrenching zoom out as the train thunders past. Then every blasted car is recorded in its passing before the zoom closes in and lingers forever on the slowly receding observation car—again, hand held by a now even-more-tired and unsteady cameraman. That might make an interesting study if done *once* per subject, but the video addicts—even the pros—often give in to the temptation to do it every time it's possible.

Most amateurs simply don't have the experience and discipline to produce a "tight" production with as-you-shoot editing. Editing movies requires minimal experience and inexpensive equipment to do a passable job. And video, which desperately needs editing, is impossible to edit with anything less than a system that costs in the many thousands of dollars.

Why not rent the editing equipment? Sure. Castle Video just outside Newton will rent you a whole control room full of editing equipment—for $75 an hour. And it would take you two hours just to *view* your T-120 tape to make sure you did everything right! And you'll blow a lot of time and money learning how to use the editing equipment.

That $14 cassette is adding up, isn't it?

Getting back to "how much do you really shoot?", even the finest day of diesel chasing or steam fantripping will seldom yield more than a dozen runpasts—if you can get more than that, you're either violating the speed laws or the train is moving very slowly, and a slow-moving train will make a slow-moving video show. Most folks will simply fill out their tape with too-long runpasts and uninteresting "character studies" of people or the environment around the train. If well done and properly edited, these fill-in, character and transition shots can be very effective and are absolutely essential to a professional-looking presentation. But with the difficulty and expense of video editing, few get the opportunity to utilize them properly. When you're out on a fantrip and see the pros like Rich Melvin or Marc Balkin carrying around their hardware and shooting hours of tape, remember that they have access to and know how to use editing facilities!

My advice at this point: If you really know the equipment and have good facilities available, video is the way to go. If you're a railfan who wants to capture the image and sounds of his hobby, start out in Super 8 sound. In the future the movie can always be laid on tape with superb results, but it doesn't work the other way with out prohibitive expense. And learning the cameraman's and editor's craft within the limitations of three minutes of film per load will make you a better cinematographer when you're done.

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Transit Currents

The Baltimore opening

With Baltimore Mayor William Shaefer, Maryland Governor Harry Hughes and U.S. Senator Charles Mathias all wielding scissors, the ribbon was cut on November 19, 1983, officially opening the Baltimore Subway. At 10:00 a.m. that Saturday, the official opening was held at the Charles Center Station west entrance.

The eight miles of rapid transit cost $797 million, and its opening came off with only one hitch. Shortly after leaving Charles Center Station, the first train stopped in the middle of the tunnel to allow Mayor Shaefer and Governor Hughes to move into the tiny engineer's compartment. The Governor operated the train too fast, and the computer repeatedly signaled him that he was going too fast. It automatically slowed the train, and the passengers were jiggled a bit.

In his opening speech, the mayor said, "Now is not the time for caution. Now is the time to move." The mayor wants all possible progress to be made to extend the line and called for pressing on to Owings Mills in the northwest and to Johns Hopkins Hospital in the northeast.

There were some problems up at the Reisterstown Plaza Station; electrical difficulties caused slight delays at 5:40 and 10:00 a.m. A few bill changers and ticket machines also broke down but, in general, the first day ran very smoothly.

The stations in Baltimore are embellished by art, ranging from a neon tube sculpture at Charles Center to photomontages at the Mondawmin Station. Each station was designed by a different architect. The Baltimore subway ticket machines will use Susan B. Anthony dollars. One-dollar and five-dollar bills will be used in bill changers to vend the Anthony dollars that can then be used in the ticket machines.

Each of the cars built by the Budd Company has roon for 76 seated passengers, and there is room for 90 standees. Each car cost $616,000, and there will be a total of 72 cars on the system. Three more stations will be added to the line when the extension to Owings Mills opens in 1987 at a cost of $197 million. After that, on to Johns Hopkins Hospital!

Our correspondents on this were Joe Manning, Charles Bogart, Dr. Ross H. L. Bowen, Brian Cudahy, John Meise, and Bruce A. Marrill.

Dade County MetroRail

Art Wheeler provided some interesting information about the Dade County MetroRail system in Miami, Florida. They had planned to open the 20-mile, 20-station rapid transit system to revenue service on December 18, 1983, but there were not sufficient cars on hand to permit it at that time. Opening is now slated for sometime in January, if all goes well.

Art mentioned that he'd had his doubts about MetroRail making the December date because the crossover tracks at the north end of the initial operation, just east of Culmer Station, had not even been installed as of late October, and only four cars were on the property at that time. Supposedly, at least six more cars were to be delivered prior to December 18. None of the ten stations of the portion to be opened—the south leg of the line—had been completed as of late October.

As with all cars that were to be delivered by the Budd Company in recent years, there have been many delays. The Westinghouse Airbrake Company strike did not help matters. Readers will recall that the Miami cars are part of a joint procurement with the Baltimore Metro System; the cars are almost identical.

The Dade County system started construction in April 1979. The South line is constructed mainly upon an abandoned Florida East Coast right-of-way and on solid coral rock strata; as a result the entirely-elevated structure was put up rather quickly. When Art sent the information at the end of October, the shop building at Palmetto was virtually complete. However, the central control facility that is to be located in a new high-rise Metro-Dade office building adjacent to the Government Center station is only a shell. At this time, it means that revenue rail service would have to begin without any semblance of a central control office.

Market Street roars again

Market Street in San Francisco was once famous for having four streetcar tracks; it was dubbed the "roar of the four" by those familiar with it. W. A. Doolin writes that it now sports six electrified tracks on three levels: the surface streetcars, the Muni Metro Subway and BART. Mr. Doolin also writes that the San Francisco Trolley Festival operating on the surface is the trolley fan event of the decade. During the summer of 1983, five days a week, Thursday through Monday, all day on 15-minute headways, the historic vehicles operated not only for the fans but for the general public. The fares charged to ride the vintage cars are the same as the rest of the Muni system and include free transfers. The trolleys run from the Transbay Terminal to 17th and Castro Streets.

The Trolley Festival lasted for 14 weeks and ended on September 26, 1983. The mayor's office and Muni officials promised there would be another Festival next year. The historic cars Muni 1, Muni 130, Melbourne 64B, Muni 1040, St. Louis 1704 and Hamburg 3557 continued to run on Market Street until around Christmastime. About a quarter of a million people were carried during the Trolley Festival on eleven historic streetcars. General Manager Harold Geissenheimer was particularly intrigued by the operations of the 648 from Melbourne, Australia. The Muni is now giving serious consideration to purchase of several more used Melbourne cars for operation on Market Street. In addition, the Trolley Festival has once more stirred interest in the construction of the Embarcadero E line. This may become the stomping grounds for the Melbourne trams.

More good news for the future of trolleys in San Francisco is the decision of the City Public Utilities Commissioners to extend the J Line from 30th and Church Streets along San Jose Avenue to Ocean Avenue. Construction should begin in early fall of 1984, will involve 2.3 miles and should cost about $19 million. This extension will connect the M Line with the J Line and provide a continuous loop with the K Ingleside line or a central connector. Residents of the Mission District will have direct service to San Francisco State University and the Stonestown Shopping Center when the J connection is made. The connection will also provide a relief line if the Twin Peaks Tunnel is blocked (motorists have a way of driving into it) and would provide a faster and easier way of getting the cars to and from the Muni Metro barn in pull-outs and pull-ins.

Newark Subway fare booths

Renovation of the Newark City Subway has meant that the fare booths originally installed are being removed. The booths are 7½ feet wide and 4 feet deep, with a flat roof and a three-part front with slanted panels. They are made of wood and metal with a door in the back and windows and gratings on the front and sides. The booths have been little used for many years, but because they have been in underground stations they are in reasonably good condition. Some are still intact; others have been taken apart. Any organization that wants one will have to arrange for transportation from downtown Newark. Interested parties should call or write Mr. Alvin Zach, Director of Engineering, 420 City Hall, 920 Broad Street, Newark, NJ 07102 (201/733-8520). A copy of any correspondence with Mr. Zach should be sent to Douglas Eldridge, Secretary, The Newark Preservation and Landmarks Committee, 35 James Street, Newark, NJ 07102.

Seattle tunnel

With the thought that the long-run future of transit in Seattle will include light rail, a compromise has been reached that includes both a bus tunnel and an above-ground mall. The tunnel under Fourth Avenue which would be utilized by trolley buses initially (perhaps dual service vehicles that could operate under wire in the central city and in suburban areas with a diesel engine) could eventually be the route for a light rail line. An above-ground mall will be built on Third Avenue and Pine Street.

Seattle has a superb bus system; it has been developed carefully over a ten-year period. A slow but steady move toward rail transit appears to be a real long-run possibil-

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

ity with the groundwork being layed by increasing reliance on trolley buses.

The news was sent by Bill Stanley.

Yakima trolleys to continue

The Yakima Valley Transportation Company, a Union Pacific subsidiary, was one of the last freight lines in the U.S. that used electric locomotives. In the summer of 1983 the UP decided to do away with electric freight operations; happily the passenger operations will continue.

The Yakima Valley Interurban is a group formed about eight years ago to provide trolley rides over YVT. Two 1907-vintage four-wheeled Brill streetcars were obtained from Oporto, Portugal, in order to run the passenger service. Union Pacific has offered the overhead installation, substations and all the other facilities for an electric railway to the City of Yakima if the city will maintain them. Popular opinion in the city favors continuing the trolleys.

Grant Welbone sends the information, and he writes that Yakima was the last city in Washington to discard the streetcar in favor of buses, with trolleys running until 1950. He also reports on the delights of a special 23-mile charter trip on the Yakima trolley on Sunday, September 25, 1983. He says it was an old fashioned trolley ride, with on-street running, then off the streets and through the fields, over a bridge across the Yakima river, along a right-of-way carved out of a basalt cliff and then a run through several miles of apple orchards.

Flashes

On Sunday, June 26, 1983, at 5:52 a.m., the first train of the **EDMONTON LIGHT RAIL** Transit System ran west a half-mile from the original 1978 terminus at Central Station to the new Corona Station. The two tracks between Corona and Bay Stations are both in service as two-way lines. The tail tracks at Corona are used for storage and will also provide a work area for construction of the Government Center Station extension now under way.

Vance Nichols provides news that another community has joined the **DALLAS AREA** Rapid Transit system; Cockrell Hill approved DART on November's election day. Moreover, Fort Worth voters approved a one-half-cent sales tax to help the existing CITRAN Bus Transit Service. It appears that people in Fort Worth and Dallas are willing to spend money for transit.

Thanks to James R. McDonald for the information on the potential of trolleys on 42nd Street in **NEW YORK**. The New York City Department of Transportation is having a detailed study carried out on how traffic would be affected if two lanes of 42nd Street were turned into a transitway for light rail vehicles. A convention center is under construction near the west end of the street, and there is a $1-billion redevelopment plan for the Times Square area, both of which will lead to substantially increased traffic on 42nd Street. The transitway would be a two-way operation, but 42nd Street would most likely be turned into a one-way eastbound street. The 42nd Street Development Corporation, a private non-profit group, is proposing formulation of a subsidiary called the 42nd Street Transit Corporation to operate the light rail line. The firm estimates that the project could be carried out for $50 million and be put in operation within 30 months.

Blawnox, Pennsylvania, in general and the Blaw-Knox Equipment Company in particular, is the site of the assembly of the new light rail vehicles for **PITTSBURGH**. The first LRV to arrive by sea from Germany came in during the first week of November 1983. The cars are produced by Siemens-Duwag, with final work at Blawnox. The LRVs will be transported by flatbed truck from Blawnox to the Port Authority transit storage and maintenance facility near South Hills Village. It is expected that the new Pittsburgh subway will open at the end of 1984, but only the PCC cars will be able to operate in it at that time. The new tunnel at Mr. Lebanon will have to be completed before the LRVs can make it past that point and eventually into the subway. Jim Cerny and John Spychalski supplied the information.

Help may be on the way at **JAMAICA, LONG ISLAND**, for the Long Island Rail Road. One part of the Jamaica Station renovation project is a study commissioned by the railroad to determine means to speed the commuters way through the station. The news is from D. J. McNeil.

Ken Borg in **DETROIT** tells us that November 1 saw a groundbreaking for the Detroit People Mover. The largest mass transportation investment in Detroit history, it will provide 2.9 miles of fixed guideway for $135 million. First operations are to begin in January 1986.

With the headsign set for 7th and Figueroa, a Los Angeles PCC is operating in the middle of the **MOJAVE DESERT**. It is the property of physicist Jack Richer and is located, with its own carbarn and 180 feet of track, ten miles south of Dunmovin, California. Richer lives there because it's so hard to keep a PCC—or any other kind of streetcar—in a backyard in the city.

John Barrett writes from Amherstburg, Ontario, that the Urban Transportation Development Corporation of Ontario will provide 50 articulated streetcars for **SAN JOSE, CALIFORNIA**. Originally the order was to be for 30 cars to be delivered by 1986, but the Santa Clara Transit District decided to exercise an option for another 20 of the Toronto-type trams. The car to be built for San Jose is the Canadian Light Rail Vehicle which has been purchased to replace PCCs in Toronto.

Gordon Zahorik sends word that the operations of old number 300 by the **SAN ANTONIO** Museum of Art continues to attract the public. The trolley route starts at the Museum, runs across a narrow bridge over the San Antonio River to the Pearl Brewery and then to Hays Street. The Museum Association plans to extend number 300's route to a six-mile round trip to St. Paul's Square, which is a renovated turn-of-the-century section of San Antonio's east side. Number 300 operates twice a day on weekdays and five times on the weekends. It is a composite of the best parts of number 311 and the original 300.

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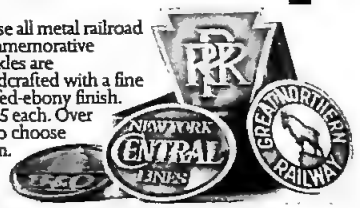

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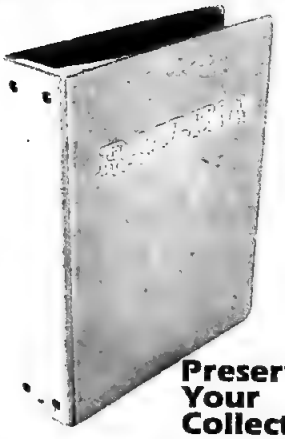
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CENTENNIALS ARE RETURNING! Anticipating an upsurge of traffic in mid-1984, the Union Pacific has ordered that all of its stored DDA40X "Centennial" units be returned to service—including those that have already been stripped of their diesel engines. Initial reports indicate that the 6900s will work the traditional UP main lines, particularly Portland-Kansas City. Some early consideration had reportedly been given to assigning the units to the Missouri Pacific for use on unit coal trains, but that will apparently not be the case. The UP is also investigating the purchase of new power.

SANTA FE AND C&NW UNITS That Santa Fe unit on page 2 with the Russian red star on the side and sickle-and-hammer insignia on the cab was photographed in Albuquerque, N.M., on December 9, 1983. GP35 2890 and similarly-adorned cupola-style caboose 999011 were used near Las Vegas, N.M., in the filming of the movie "Red Dawn." The story line reportedly involves a Soviet invasion of the southwestern United States.

The Chicago & North Western has reaffirmed its faith in the SD45 by acquiring 81 of them on the second-hand market as fodder for a rebuilding program at the former-CGW shops in Oelwein, Iowa. Only one unit, Conrail 6170, has been through the program so far, emerging as C&NW 6500 in the "safety yellow" colors. The 81 SD45s are made up of 67 Conrail, nine Burlington Northern and five Milwaukee (the initial 62 Conrails were acquired in 1982). Meanwhile, the C&NW has been reactivating a number of its own stored SD45s and pressing into service some of the Conrails and BNs prior to rebuilding—these latter units have been running around in various schemes of CR black and blue and BN green with their former names removed and wearing C&NW heralds and new 6500 numbers. The SD45/SD45u fleet is being amassed in anticipation of coal train service out of the Powder River Basin, to which the C&NW has recently gained access. Construction of the Powder River Extension is continuing through the winter and involves building the connector line from the Union Pacific at Joyce, Neb., northward to the C&NW's "Lander line" at Crandall, Wyo., upgrading that line west Shawnee and then northwest about three miles to North Western Junction where it will meet with the BN-C&NW joint line in the coalfields. The C&NW expects to have trains running on that route by December 1984. Contrary to the editor's April Foolishness on page 2, C&NW and BN have no merger ambitions.

MORE BOOSTERS In November-December 1983, the Santa Fe put SD45s 5581 and 5523 ("normal" SD45s, not wrecked units) through its San Bernardino Shops to be converted into cabless booster units 5501-5502. The new "short hoods" were salvaged from Milwaukee Road GP9s. The 5501 briefly wore the warbonnet yellow pattern on its "cab end," but that was almost immediately repainted with the straight "back end" style on both ends. These units are considered experimental.

TOLEDO, PEORIA & WESTERN At the midnight of the new year, the TP&W became the Peoria District of the Illinois Division of the Santa Fe. During January the TP&W motive power that would go into the Santa Fe system was renumbered, but train operations remained essentially unchanged with two trains a day each way over the road and the switch jobs, locals and extras running much as they had under the TP&W. A bit more Santa Fe motive power was in evidence, but operations continued to be focused out of East Peoria.

During December 1983, the TP&W disposed of locomotives and cabooses that would not be needed by the AT&SF. GP7s 102-103 were sold to the Michigan Northern as their 1607-1608, RS2s 202-205 went to the Octoraro Railroad (see following entry), and C424s 800-801 went to the Morristown & Erie. The Vermont Railway bought GP18 600 to be its 801 and SW1500 304 to become VTR 502 (the Vermont has also recently acquired BN GP9 1879—originally NP 256—as its 752 and has RS3s 601 and 605 on the Battenkill R.R. via a leasing firm and RS3s 603 and 606 up for sale).

Low-nose RS11 401 was sold to B&K Engineering of Chicago, the outfit that owns the ex-C&NW RSD5 used on the Chicago, Madison & Northern and Central Wisconsin and is in the final stages of purchasing the two D&H PAs from Mexico. The TP&W donated high-nose RS11 400 to the Illinois Railway Museum at Union, Ill., while the Kankakee, Beaverville & Southern bought snowplow X909 that had been built out of RS11 402. RS3 207 was sold for scrap to I. Bork & Sons, and the three remaining SW1500s (303, 305 and 306) went to Chrome Crankshaft Locomotive Sales. A total of 13 cabooses were sold to individuals, with one going to scrap.

The remaining power went into the Santa Fe and was renumbered as follows: GP30 700 became AT&SF 3285, GP35s 900-902 (on Alco trucks!) became 3462-3464, GP40 1000 became 3461, and GP38-2s 2001-2011 became 3561-3571. Teepee Willie, meet Chico.

THE OCTORARO RAILWAY Two TP&W RS2s were purchased by the Octoraro Railway, a short line operating former Reading and PRR lines in the vicinity of Wilmington, Delaware, and headquartered in Kennett Square, Pennsylvania. The low-nose 202 was put into service almost immediately and made only two trips before a clogged radiator caused turbo problems and the unit failed on the road on December 20 (see page 2). As the Octoraro is presently operating with only two ex-B&O S2 switchers—one serviceable and one in need of heavy repair—the second RS2, 205 with an uncut short hood, was put into service in mid-January.

THE SKI TRAIN The last vestiges of the Denver & Rio Grande Western's passenger service resumed its seasonal operation in January 1984. With Amtrak now running the through service on the route, there was speculation as to whether or not the D&RGW would continue its traditional winter weekend service between Denver and the ski slopes at Winter Park, at the west end of Moffat Tunnel. Dating back to the 1950s, the trains in past have run up to 22 cars long. Over the years the D&RGW's passenger fleet has diminished, and today's Ski Trains run nine cars or less. The eight heavyweight coaches are former Northern Pacific cars (1011-1018) built in 1915, and one of two ex-*Prospector* streamlined baggage-coaches (1230-1231) is usually used with them. The trains run weekends January through March.

In recent years the Ski Trains have been powered by GP40-2s, but with the demise of the *Rio Grande Zephyr* on April 24, 1983, the D&RGW's three remaining F9s (one cab and two boosters) are now available, and the fans are delighted that they have been assigned to Ski Train service. The F9s were stored at Denver's Burnham Shop for less than a month after the RGZ's last run before being assigned to Minturn, Col., from May through early November in helper and work train service. They had returned to Denver on November 12 and were in Burnham prior to the Ski Train work.

Commencing on January 7, the ski train has operated with F9A 5771, Alco PB/steam generator 253 (on EMD trucks), and F9Bs 5762 and 5763. The consist has varied from five to nine cars (see page 2). Departure is from Denver Union Station at 7:35 a.m., five minutes behind Amtrak's *California Zephyr.* The ski train is operated as Train 111 westbound and 112 eastward.

On March 24, 1984, the "Mayor's Special" will be part of the Ski Train. Denver owns the Winter Park Ski Area, and the mayor of Denver along with the Ski Area Commission members and their families are accommodated on the annual special. In past years the D&RGW has used dome coaches from the RGZ, and it has retained three cars of the set: dome-buffet-lounge-dorm *Silver Shop,* dome-coach *Silver Broncho* and dome-lounge-observation *Silver Sky.* The *Shop* and *Broncho* are expected to be used.

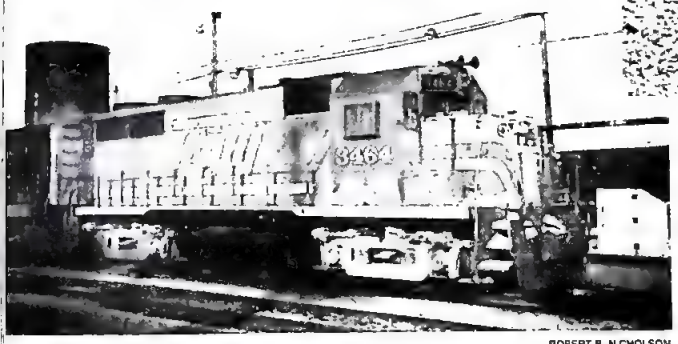
The Rio Grande's efforts to discontinue the train are low profile at present: They just don't advertise the train. However, negotiations have taken place with Amtrak officials, and one proposal was to have the *California Zephyr* stop at Winter Park instead of Granby. One thing is for certain, the Ski Train equipment isn't getting any younger, and the days for this operation may be numbered—CHIP SHERMAN.

THE FIRST NEW TUG On November 22, 1983, the Chessie System took delivery of the first of two new shipdocking tugboats, the *Chessie* and the *Seaboard,* at its coal port at Newport News, Virginia. The 108-foot *Chessie* is the first new tug built for a railroad in the U.S. in nearly 25 years. Built at Jakobson Shipyard at Oyster Bay, Long Island, the *Chessie* is powered by two EMD 16-cylinder 645E6 main engines gear driving two 12-foot propellers within Kort nozzles.

The *Chessie* and *Seaboard* will replace three of the four Fairbanks-

TOLEDO, PEORIA & WESTERN was merged into the Santa Fe on January 1, 1984. During December 1983 the TP&W was preparing for the merger by disposing of motive power and equipment that would be unwanted by the Santa Fe. The Morristown & Erie bought C424s 800-801 and moved them to New Jersey in early January. They were picked up at the Conrail interchange at Lake Junction, N.J., on January 4 and moved to Morristown behind M&E C430 16, a former CR/PC/NYC unit; they were spotted outside the M&E enginehouse at Morristown (right) the next day and saw limited service during the next few weeks. Other TP&W units went to the Octoraro Railroad, Vermont Railway, Michigan Northern and other buyers. The units that remained on the TP&W were quickly renumbered into the Santa Fe series. The three GP35s on Alco trucks became AT&SF 3462-3464, as evidenced by the 3464—former TP&W 902—in service at Ft. Madison (below) in January.

SANDY BURTON



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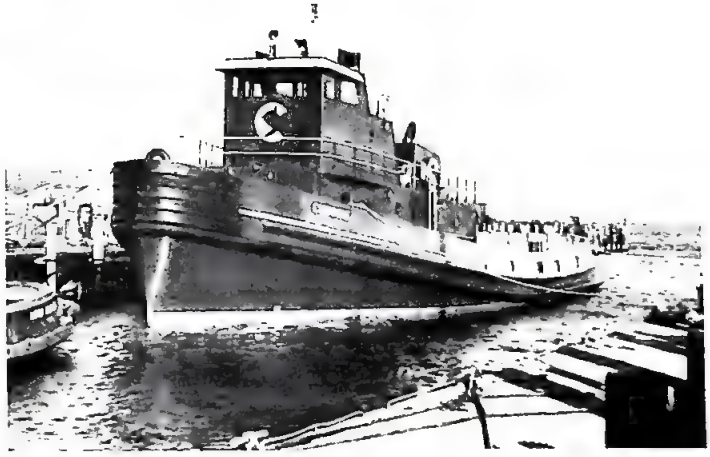


THE FIRST NEW TUG built for a U.S. railroad in nearly 25 years is the C&O's *Chessie*, shown here at the Jakobson Shipyard on Long Island prior to delivery.

SANTA FE RY

MORE BOOSTERS are being created. The Santa Fe took two serviceable SD45s and converted them to boosters 5501-5502 (left) at San Bernardino Shop by removing their cabs and building new high "noses" from parts from Milwaukee Road Geeps.

Morse powered tugs presently in service at Newport News where they are used to dock the huge ocean-going bulk carriers at the coal piers. The new tugs are also equipped with underwater fenders for use in assisting in docking nuclear submarines at the nearby Newport News Shipbuilding & Drydock. The twin engines and Kort nozzle screws will give each of the new tugs more Bollard pull (the marine equivalent of tractive effort) than the four older boats combined! The one older tug that will remain is expected to be the *J. Speed Gray*.

CONRAIL INTEREST HEATS UP Four different organizations have now expressed an interest in purchasing Conrail from the Federal government. It all started with the labor unions last summer; the employee groups put together a proposal that would bring Conrail under the ownership of its workers, with a portion of the stock being sold to the public.

Next in line was the Santa Fe, whose Chairman John Schmidt initiated a study with an eye toward forming the first true transcontinental railway in the U.S. The acquisition of the Southern Pacific intervened, and the Conrail study was put on the back burner. The Santa Fe Southern Pacific Corporation became a reality on December 23, 1983, with the Southern Pacific Transportation Company (the railroad itself) being placed in a trust to continue operating as an independent entity until the ICC rules on a merger of the SP and AT&SF railroads. There has been little comment from SFSP on the Conrail study.

In January 1984, however, the two major independents in the East, Norfolk Southern and CSX, entered the picture. Norfolk Southern made the initial move, and CSX responded almost in self defense. The acquisition of Conrail would give either system almost total dominance east of the Mississippi, and since L. Stanley Crane (the former top man on the Southern) has put Conrail in the black, it is quite possible that NS or CSX could profit from expanding into the territory they turned away from when Conrail was first being formed.

One theory within financial circles is that NS and CSX joined the Conrail suitor list to score points with Washington, as the Feds would prefer to see a going railroad company rather than the unions take on the blue behemoth. On Wall Street, the government's investment banker, Goldman Sachs, would like to see Conrail wrapped up

into a public offering of stock and sold to the public. If Crane had not turned Conrail into a money-maker, it could have been sold off in pieces, but since it has met the Feds' requirements for profitability, it must be sold as one complete package.

The only firm bid thus far has come from the unions in the form of wage concessions and a loan from a major New York bank. No concrete proposals have come from the railroad community, but when they are, the true value of Conrail may become known to us all—WALTER A. APPEL.

CHESSIE GETS A PHD On February 2, 1984, Chessie System announced plans to acquire control of the 19-mile Port Huron & Detroit Railroad. Under the plan agreed to by both lines, the C&O will acquire 100% control of the PH&D through stock ownership. A Chessie official observed, "The PH&D fits very well into Chessie's core railroad system for long-term operation." The PH&D extends 19 miles south from the C&O and GTW at Port Huron along the St. Clair River to Marine City, Michigan, serving a few large industries. Roster consists of three Alco switchers.

STEAMTOWN ARRIVED After months of negotiations and planning, the first equipment from Steamtown U.S.A. arrived in Scranton, Pa., from Bellows Falls, Vt., on January 31, 1984. A publicity train consisting of ex-CPR 4-6-2 2317, a baggage car, four ex-DL&W "Boonton" coaches and an EL business car was handled dead-in-tow in a special move via the B&M and D&H. B&M GP40-2 303 piloted the consist—picking up a D&H GP38-2 and two N&W GP9s along the way—with the 2317 cold and drained of water and with her main rods removed. Upon arrival in Scranton, the 2317 was made serviceable and fired up for the official arrival ceremonies at 2:00 p.m. on Saturday, February 4.

Festivities were held Saturday afternoon with the train steaming and whistling its way through the crowd to the platform area of the former DL&W depot, now beautifully renovated as a Hilton hotel with minimal alteration to its historical facade. Speaking from the open platform of the EL business car in the finest tradition of political campaigns, Mayor James B. McNulty had praise for all who had made this moment possible, and referring to Steamtown's impact on the future development of downtown Scranton as a tourist attraction, said, "In Scranton, the light at the end of the tunnel *was* an oncoming train!"

There is much yet to be done to secure museum grounds in the former-DL&W yard and shop, and the ownership and future operation plans for the ex-DL&W main line is yet to be resolved. Much groundwork will have to be done before Steamtown can become operational in Scranton, but this first steam operation is a very hopeful sign. Present plans call for six equipment moves over the summer of 1984 to get the operating equipment and museum collection to Scranton—the first move, date unspecified, is expected to handle the majority of the big locomotives and the operating equipment, all handled dead-in-tow by D&H/B&M diesels.

Fundraising excursions out of Scranton are anticipated over the next few months, although no specific trips or dates have yet been set. The start-up of regular operations on the 13 miles south to Moscow, Pa., may or may not begin in 1984.

MAINE CENTRAL The Steamtown collection at Bellows Falls, Vermont, contained two Maine Central 2-8-0s, the 501 and 519. The 501 was owned by the MEC and leased to Steamtown for display. With the news that Steamtown was moving to Pennsylvania, efforts were initiated to keep the 501 in New England. To that end, the MEC terminated its lease with Steamtown and sold the 501 for scrap value to the 470 Railroad Club of Portland, Maine, who will cosmetically restore the engine and display it at Conway Scenic Railroad in North Conway, N.H.

In November 1983 Steamtown had the 501 delivered to Whitefield, N.H., on B&M locals. The Maine Central's line down through Crawford Notch has not been used since October's "Safety Train" special, but when regular service was terminated on the line on September 3 (see page 46), the MEC said service would be provided as-needed. The first such need was the movement of the 501 in a special consist from Whitefield to the Conway Scenic connection at Intervale. The train consisted of MEC GP7 590, and 501, four old Rock Island boxcars for braking, and a caboose. The move was made on Saturday, November 19, and at five locations the Geep uncoupled from the steam engine in a series of impromptu photo stops. At the Crawford Notch depot, the MEC crew lit a fire of rags and an old rubber raincoat in the stack of the 501, producing a brief plume of black smoke (see page 2).

SUPERBOWL XVIII The Southern Pacific ran a special twelve-car train to the Super Bowl in Tampa, Florida, using SP power all the way. SDP45s 3209 and 3201 led a consist of two baggage cars (with standby generator and kitchen supplies), sleeper 292, Diner 290, lounge 291, and business cars *Oakland, Airslie, Oregon, Houston, Pine Bluff, Los Angeles* and *Tucson.* Seaboard caboose was added in New Orleans—ALBERT SALEKER.

DELAWARE & HUDSON On January 5, Timothy Mellon's Guilford Transporation Industries acquired the third piece of its New England rail system when it bought the Delaware & Hudson from N&W's Dereco subsidiary for about $1 million—by selling the D&H in this manner, however, Dereco gets out from under about $75 million in debt to the FRA that will be forgiven as long as the D&H is kept running. Reportedly included in the deal are 50 GP9s to be supplied by the N&W. Meanwhile, the B&M is getting 25 Conrail GP40s (broken series 3227-3257) to become B&M 320-334, and there is talk of a swap of B&M Geeps for D&H GP39s, which are to be overhauled at Billerica. If Geeps are to become the future image of the D&H, we got a preview in January when a Guilford inspection train toured the line with MEC boiler Geep 573 in GTI gray colors was relettered DELAWARE & HUDSON for the occasion along with Geep 569.

BUDD CARS RDC cars, made surplus when certain former-Reading long distance passenger runs were dropped, are making the news in the Philadelphia area. The last RDCs built, twelve RDC1s owned by the City of Philadelphia and leased to the Reading in 1962, have been stored at the Philadelphia Navy Yard since SEPTA declined the dollar-a-year lease on them. Three of the Budds are going to the British Columbia Railway, and two to the Historic Red Clay Valley for use on the Wilmington & Western tourist road in Delaware. The remaining seven are presently being investigated by New York's Metro-North. Meanwhile, of the five RDCs owned by Pennsylvania DOT, Reading 9163, originally Lehigh Valley 40, is to be donated to the Railroad Museum of Pennsylvania at Strasburg. Recently rebuilt for the stillborn Newtown shuttle service, the 9163 is in excellent working order.

RED GG1 4877 Shortly after the last runs of its GG1s in October 1983 (March '84 R&R), N.J. Transit announced that the red GG1 4877 would be part of a fleet of equipment to be preserved as the nucleus of a historical collection. Though the location of a permanent home has not yet been determined, the equipment slated for preservation includes PRR E8 5836, two PRR MP54 m.u. cars, five DL&W m.u. cars, three CNJ *Blue Comet* cars, two other CNJ coaches, two ex-Santa Fe cars including the first all stainless-steel car built by Budd to a standard design, the last PRR P70 in revenue service, and four Erie Stillwell coaches. Let's hear it for N.J. Transit!

ANOTHER MIKADO A USRA Light Mikado, built as Lake Erie & Western 5541 and preserved in Broad Ripple Park in Indianapolis, Indiana, in 1955 as Nickel Plate 587, is slated for restoration and operation. The Indiana Transportation Museum obtained a 25-year lease on the locomotive and removed it from the park in October 1983. Work will be done on the 587 in a portion of the Beech Grove shop complex leased by the museum. Initial inspections show the boiler and running gear to be in very good shape, and the museum is optimistic about developing the local fundraising support that will be necessary to complete the project, which should take about two years.

L&N PACIFIC 152 The Kentucky Railway Museum is well along in their porject of overhauling L&N 4-6-2 152, which they hope to have serviceable by late summer. The engine was built by Rogers in 1905 and was donated to KRM by the L&N in 1957.

STEAMTOWN ARRIVED in Scranton, Pa., with its first equipment moved down from Bellows Falls, Vt., on January 31, 1984. CPR Pacific 2317 and six cars were carried dead-in-tow in a special movement behind B&M/D&H diesels, arriving in late afternoon. The train was pulled around the wye (below) and spotted adjacent to the site of the new Steamtown museum which will begin development this summer. On Saturday, February 4, the 2317 was under steam for a well-publicized "Grand Entrance" into town, chuffing through the crowd in front of the beautiful new Hilton hotel (right), developed from the old DL&W depot. Scranton's Mayor McNulty declared, "In Scranton, the light at the end of the tunnel *was* an oncoming train!"

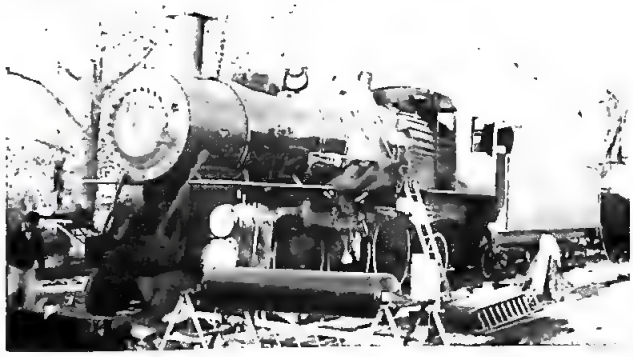
TWO PHOTOS JIM BOYD

RICH COLLINS

J.J. YOUNG, JR.

DELAWARE & HUDSON lettering was put on Maine Central GP7 573 in GTI gray for the Mellon inspection train; here it teams up with B&M GP40-2 317 departing Factoryville, Pa., on the old DL&W on January 12, 1984.

SUPER BOWL XVIII was the destination of this 12-car SP business train, seen here at Pensacola, Florida, on January 19, behind a pair of SDP45s.

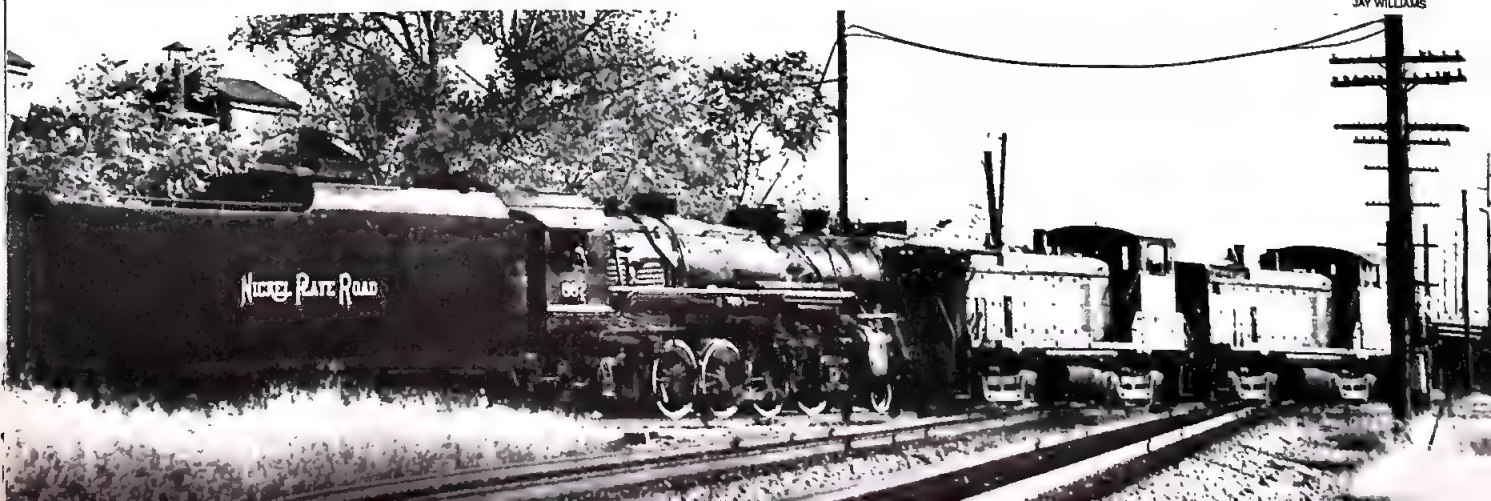


L&N PACIFIC 152 is undergoing overhaul at the Kentucky Railway Museum and should be ready for excursion service by late this summer.

ANOTHER MIKADO is slated for restoration. NKP 587 was en route from an Indianapolis park to Beech Grove Shop (below) on October 14.

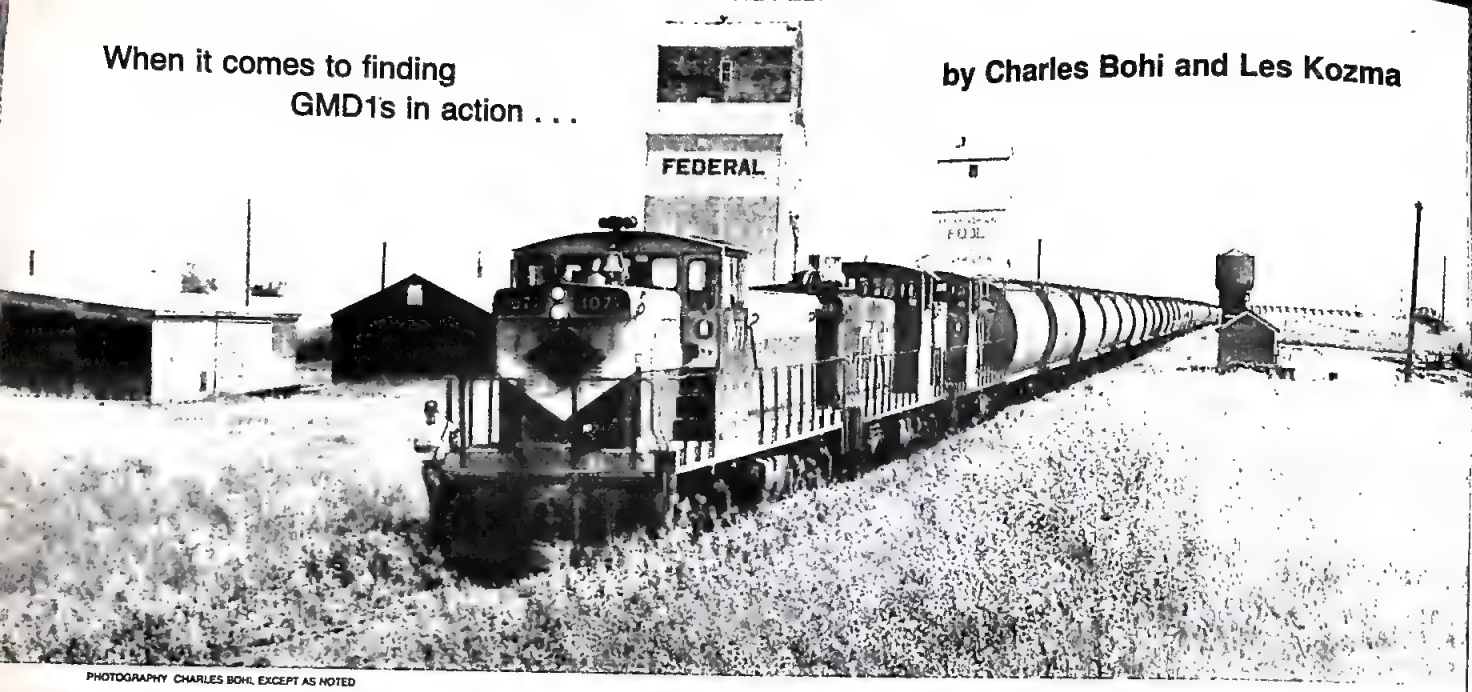
ALBERT D. SALEKER

JAY WILLIAMS



When it comes to finding GMD1s in action . . .

by Charles Bohi and Les Kozma



PHOTOGRAPHY CHARLES BOHI EXCEPT AS NOTED

Biggar is Better!

While many believe that the mountain railways of Alberta and British Columbia represent the best in western Canadian railroading, for us it is the branch lines on the prairies that are the most intriguing. Combine the allure of light rails rambling past vintage grain elevators with trains powered by unique roadswitchers and you've got the ingredients for some fascinating railfanning in the open spaces of Manitoba, Saskatchewan and Alberta.

Like much of western Canada's railway network, most of the branch lines in the prairie region were built between 1900 and 1930. This system became so extensive that of Canada's ten provinces, only Ontario had more trackage than Saskatchewan and Alberta. By the time the Great Depression finally brought construction to a halt, the Canadian National (and its two predecessors the Canadian Northern and Grand Trunk Pacific) and Canadian Pacific had spun a veritable web of branches that reached almost every area of prairie Canada suitable for agricultural settlement.

Though some of these feeder lines were economically marginal almost from the day they were completed, virtually all were still in service in the late 1970s. By then, however, most were used primarily to gather grain headed for foreign markets. Consequently, trains were run on an "as needed" basis, and for the railfan that made finding branch line action difficult. Then, too, after 1977 governmental decisions had allowed the abandonment of hundreds of miles of prairie branches. It was the hope of getting some action photos on endangered branch lines that brought us to Biggar, Sask., in July 1983.

Biggar, a community of 2598, is the first division point west of Saskatoon on the Canadian National main line. Created as a terminal by the Grand Trunk Pacific in 1908, it was named after a company official. In addition to being a main line divisional point, Biggar is the home for crews serving several remote CN branch lines. A quick check at the depot revealed that runs were

scheduled on two of these lines in the next two days. Confirming our suspicions, the power for these trains was to be GMD1s.

Between 1958 and 1960, CN bought 96 GMD1 light roadswitchers from General Motors Diesel Division in London, Ontario. The GMD1 was essentially an SW1200 stretched into a roadswitcher, utilizing a 12-cylinder 567C diesel producing 1200 h.p. Eighteen of the GMD1s (1900-1917) rode on four-wheel Flexicoil trucks and were equipped with steam generators in their short hoods for passenger service, while the remaining 78 (1000-1077) rode on A1A Flexicoil road trucks with center idler axles to produce a lightweight branch line locomotive. The GMD1 is a model found only in Canada (Northern Alberta Railway bought the only other five produced and ultimately acquired two of the CN's, all on A1A trucks); its U.S.-equivalent is the RS1325, of which only two were produced, C&IM 30-31.

The A1A trucks give the heaviest of the GMD1s a calculated weight of 159,333 lbs. on their drivers (there is a variation of about 1000 lbs. among units within the group), which compares to 222,000 lbs. on drivers for the lightest of CN's SW1200RS switchers or 229,000 lbs. for its lightest Geeps. The GMD1s were intended for service on the light-railed branches of the prairie West, and as late as 1975 the CN employees' timetables for that region listed over 3000 miles of track re-

JIM BOYD

THE GMD1s were produced in two versions, passenger units 1900-1917 equipped with steam boilers and four-wheel Flexicoil trucks (above, at Toronto in 1968), and freight versions on A1A trucks for branch line use, 1000-1077 and NAR 301-305. CN 1077, wearing the colors of NAR 312 (top left), led a westbound Dodsland Subdivision train through Ruthilda, Sask., in July 1983. CN 1030 (bottom left) was at Dauphin, Man., in 1973.

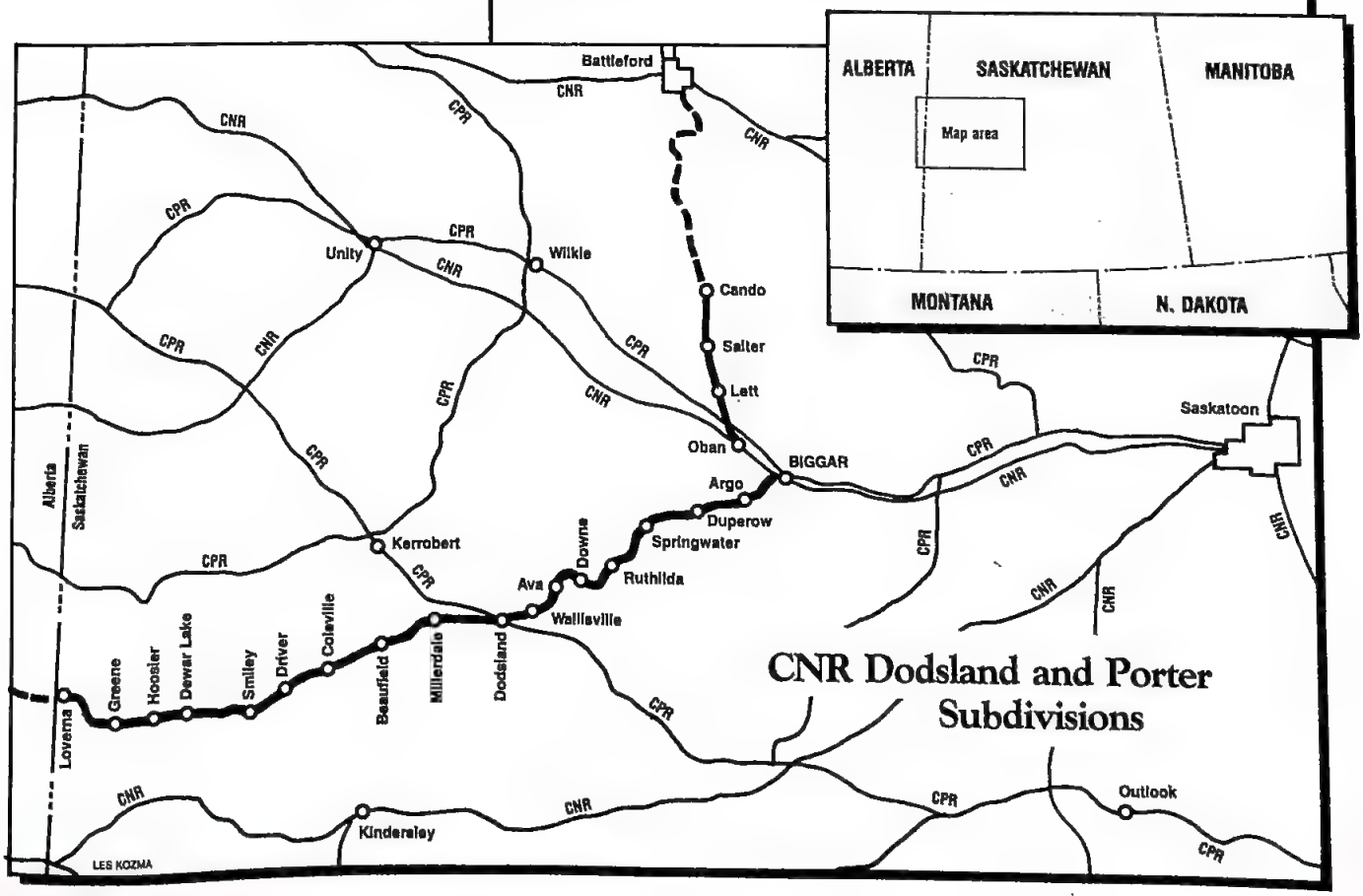
PROVINCIAL TOURIST AGENCIES are very helpful to prospective travelers. Free maps and guides to campgrounds, accommodations etc. are available from information centers along major highways or by mail from:

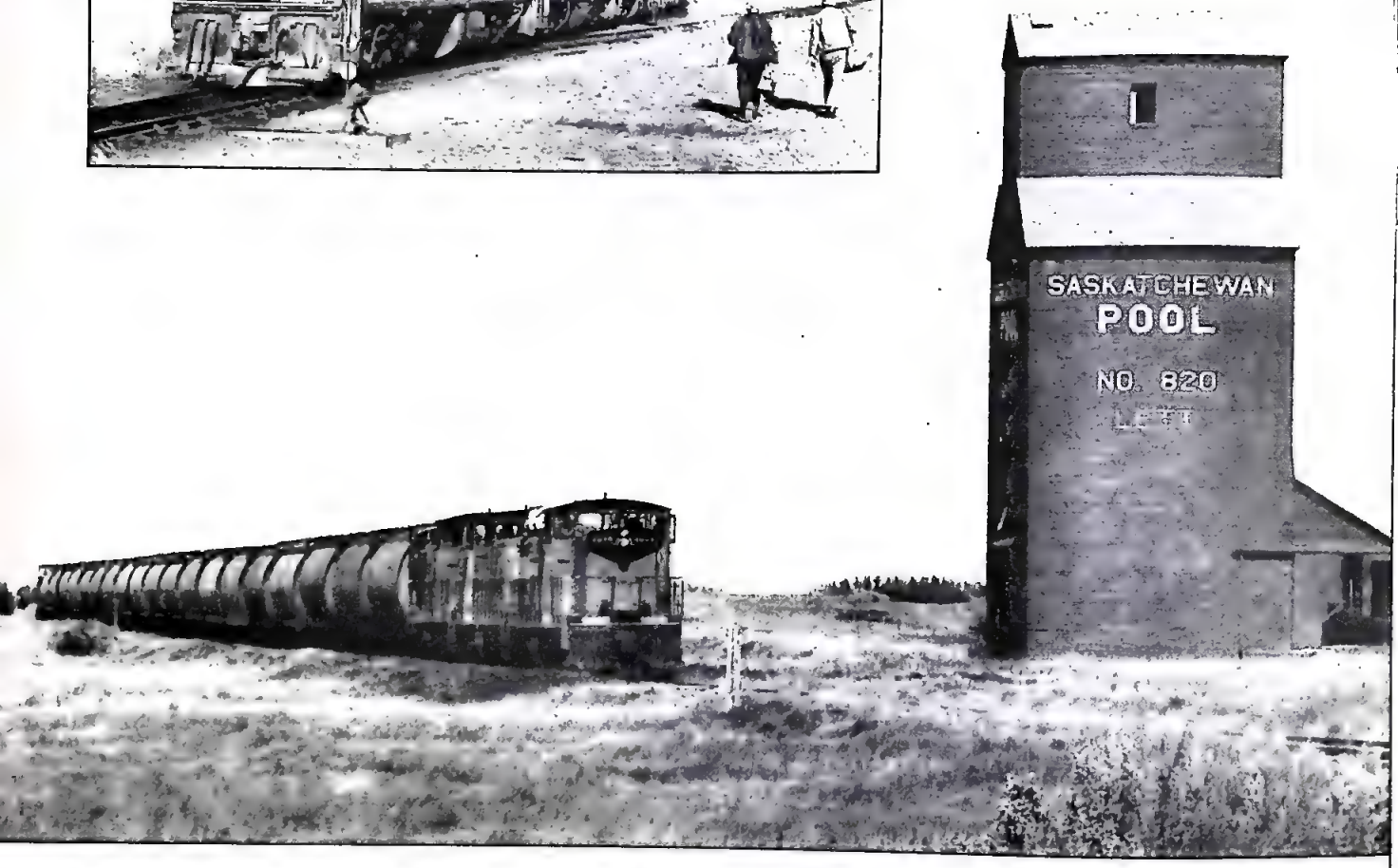
Travel Alberta
P.O. Box 2500
Edmonton, Alberta T5J 2Z4

Travel Manitoba
Dept. 2001, Legislative Bldg.
Winnipeg, Manitoba R3C 0V8

SaskTravel Dept. of Tourism & Renewable Resources
P.O. Box 7105
Regina, Saskatchewan S4P 3N2

AS RECENTLY as 1982 SaskTravel put out a "Grid Road Map" showing railways, county roads and many villages that do not appear on their regular province map. If a copy can be found, a "Grid Road Map" is very helpful for railfanning—C.B.





THE PORTER SUBDIVISION JOB got its power together at Biggar (top) in July 1983 and later that day was southbound past the abandoned red elevator at Lett. At Oban (below) it crossed the CPR at a junction guarded by a wooden interlocking tower.

stricted to locomotives of less than 160,000 lbs. on drivers—on the CN, that means GMD1s for all practical purposes! (Vancouver Island also shows similar ratings.)

Out of deference to the original 60-lb. rail still in use on the two lines we were planning to follow out of Biggar, we were assured of GMD1 power. The first trip was up the Porter Subdivision, which departs northward from Oban Junction, 8.8 miles west of Biggar on the main line. Built by the Grand Trunk Pacific, this subdivision was once part of a railway that ran north to the important community of Battleford, Sask., and thence west toward Wainwright, Alta., the next division point west of Biggar. The Grand Trunk Pacific's financial difficulties brought construction to an end at Carruthers, Sask., a hamlet 45 miles west of Battleford. By 1975 the line had been reduced to an 18-mile stub ending at Cando. The fact that the Porter Sub may be abandoned soon, and that it has one of the last interlocking towers still in service in western Canada, made the prospect of following a train particularly attractive.

After delays waiting for the power to arrive from the east, the Porter job was ready to head for Cando by 9:40 a.m. with 19 empty grain hoppers behind

three GMD1s: 1061, 1064 and 1014. We caught Extra 1061 leaving the main line at Oban Junction, and beyond there the chasing was easy because of the 15 m.p.h. speed limit on the Porter Sub. A few miles north of the main, the Porter crosses the Canadian Pacific's Winnipeg-Edmonton secondary line at a pipe-connected interlocking plant controled by "Oban," a wooden tower.

In spite of an occasional classic red wooden grain elevator visible along the line, such as the one at Lett, the only elevator still in operation is the one at the end of the line at Cando, population 183. Extra 1061 reached there after a run of about an hour and twenty minutes, and it took about half an hour of switching to swap the 19 empties for 19 hoppers that had been loaded with export grain headed for Vancouver, B.C. By 14:00 the train was back at Biggar.

The next day's run on the Dodsland Subdivision was to provide more good photo opportunities. Intended to be part of the Grand Trunk Pacific's main line from Saskatoon to Calgary, that company had built only the 104 miles of the Dodsland Subdivision between Biggar and Loverna, Sask., when it was nationalized in 1920. By the early 1930s the CN had extended the line west to a junction with another branch at the remote town of Scapa, Alberta. A portion of the new line in Alberta was barely operated at all before it was closed. Operation over other sections in that province was said to be so irregular that fences with gates were built across the right-of-way that had to be opened and closed to permit trains to be run. Clearly not the main line that the GTP had envisioned, the Dodsland Subdivision (the designation given the trackage between Biggar and Hermaruka, Alta.) eked out a precarious existence as a rural branch until the line was cut back 68 miles to Dewar Lake, Sask., in the late 1970s. Since 1980 the elevator at Dewar Lake has been torn down and trains do not normaly run beyond Smiley, 78 miles west of Biggar. Even this remnant may not survive much longer.

Because of its uncertain future, the grain elevators along the Dodsland Sub have not been substantially modernized. The chance to work some GMD1s into photos with these classic granaries is enough to quicken the heartbeat of any fan of prairie railroading. The fact that trains on the Dodsland have to climb "Ava Hill" was only an extra added incentive. More about Ava Hill later.

Initially ordered for 6:00 a.m. ("06:00" CN time), the Dodsland train had to wait for a new GMD1 to replace the 1014 which had bad-ordered on the run to Cando. The 4½-hour delay had its good side, however. The replacement unit turned out to be 1077, the former Northern Alberta 312, still in its black, yellow and gray NAR colors but with

GMD1 Territory

CN lines restricted to diesels with less than 160,000 lbs. on drivers.

Bold type indicates lines operating in May 1983.

Alberta

SUBDIVISION	MILES 1973	MILES 1983	TERMINALS	REMARKS
Brazeau	113.1	0.0	Alix to Brazeau, Alta.	Upg
Demay	**25.0**	**25.0**	**Camrose to Ryley, Alta.**	
Haight	21.8	0.0	Vegreville to Ryley, Alta.	Abn
Kingman	23.7	0.0	Tofield to Camrose, Alta.	Abn
Spondin	17.7	0.0	Scapa to Spondin, Alta.	Abn

Manitoba

SUBIDIVISION	MILES 1973	MILES 1983	TERMINALS	REMARKS
Carman	**118.8**	**50.5**	**Winnipeg to Grayaville, Man.**	Cut
Hartney	**82.9**	**42.0**	**Belmont to Elgin, Man.**	Cut
Inwood	**80.9**	**71.5**	**Grosse Isle to Fisher Branch, Man.**	Cut
Miami	**62.1**	**102.2**	**Morris to Belmont, Man.**	*
Neepawa	**70.6**	**4.2**	**Trackage in and around Neepawa, Man.**	Cut
Notre Dame	2.6	0.0	Notre Dame Jct. to Notre Dame, Man.	Abn
Oak Point	**0.0**	**27.0**	**Steep Rock Jct. to Gypsomville, Man.**	#
Oakland	**53.4**	**53.4**	**Portage La Prairie to Amaranth, Man.**	
Preeceville	113.6	0.0	Swan River, Man. to Kelvington, Sask.	Upg
Rapid City	74.4	0.0	Hallboro to Beulah, Man.	Abn
Ridgeville	71.4	0.0	Sprague to Emerson, Man.	Abn
Rossburn	**104.3**	**104.3**	**Neepawa to Russell, Man.**	
St. Rose	37.1	0.0	Ochre River to Rorketon, Man.	Abn
Tonkin	112.1	0.0	Russell, Man. to Parkerview, Sask.	Abn
Wakopa	17.8	0.0	Greenway to Neelin, Man.	Abn
Wawanesa	37.4	0.0	Belmont to Brandon, Man.	Abn
Winnipegosis	**20.8**	**10.4**	**Sifton to Fork River, Man.**	Cut

Saskatchewan

SUBDIVISION	MILES 1973	MILES 1983	TERMINALS	REMARKS
Amiens	**75.0**	**46.0**	**Medstead to Shell Lake, Sask.**	Cut
Avonlea	**88.3**	**58.1**	**Parry to Moose Jaw, Sask.**	Cut
Battleford	**7.8**	**7.8**	**North Battleford to Battleford, Sask.**	
Bengough	**71.5**	**71.5**	**Radville to Willow Bunch, Sask.**	
Big River	**56.5**	**56.5**	**Shellbrook to Big River, Sask.**	
Blaine Lake	**116.5**	**116.5**	**Denholm to Shellbrook, Sask.**	
Blewett	20.8	0.0	Lampman to Blewett, Sask.	Abn
Bodo	**51.5**	**51.5**	**Unity, Sask. to Bodo, Alta.**	
Bolney	**26.2**	**15.4**	**Spruce Lake to Paradise Hill, Sask.**	Cut
Brooksby	51.1	0.0	Melfort to Carrot River, Sask.	Upg
Carlton	**35.9**	**35.9**	**Dalmeny to Carlton, Sask.**	
Central Butte	**66.6**	**71.5**	**Moose Jaw to Riverhurst, Sask.**	##
Conquest	94.3	0.0	Delisle to Beechy, Sask.	Upg
Corning	**22.3**	**14.4**	**Peebles to Corning, Sask.**	Cut
Cudworth	**108.0**	**45.7**	**Meacham to Prince Albert, Sask.**	***
Cut Knife	43.8	0.0	Battleford to Carruthers, Sask.	Abn
Dodsland	**154.0**	**86.6**	**Biggar to Dewar Lake, Sask.**	Cut
Elrose	104.2	0.0	Near Macrorie to Glidden, Sask.	Upg
Goodwater	26.8	0.0	Goodwater to Radville, Sask.	Abn
Gravelbourg	**118.9**	**104.0**	**Avonlea to Hodgeville, Sask.**	Cut
Hatherleigh	31.6	0.0	North Battleford to Glenbush, Sask.	Abn
Lewvan	**118.9**	**115.5**	**Regina to Lampman, Sask.**	**
Main Centre	48.6	0.0	Mawer to Main Centre, Sask.	Abn
Meskanaw	89.5	0.0	Melfort to Aberdeen, Sask.	Abn
Northgate	**39.4**	**39.4**	**Lampman to Northgate, Sask.**	
Paddockwood	**23.9**	**23.9**	**Price Albert to Paddockwood, Sask.**	
Porter	**48.2**	**18.0**	**Oban Jct. to Cando, Sask.**	Cut
Rhein	**37.8**	**53.6**	**MacNutt to Canora, Sask.**	*
Riverhurst	18.0	0.0	Added to Central Butte Sub., Sask.	
Robinhood	**101.5**	**69.6**	**Speers to Glaslyn, Sask.**	Cut
St. Brieux	52.2	0.0	Melfort to Humboldt, Sask.	Upg
Turtleford	**77.0**	**77.0**	**North Battleford to St. Walburg, Sask.**	
Weyburn	**38.2**	**39.6**	**Talmage to Radville, Sask.**	*
White Bear	**34.3**	**24.2**	**Eston to Lacadena, Sask.**	Cut

NOTES

Mileage given in both 1973 and 1983 "Miles" columns includes only that part of a subdivision restricted to light diesels. In most cases such restrictions apply to a complete subdivision.

Terminals given represent current limits of track restricted to light units. Actual junction points of subdivision are often only railway names that are hard to locate. In such cases the names of the nearest towns likely to be on a map have been substituted.

Explanation of Remarks symbols and abbreviations:

\# Mileage restricted to light diesels since 1973.

\## The part of the Central Butte Subdivision between Regina and Moose Jaw can take heavier diesels. In addition, since 1973, a portion of the subdivision has been abandoned, and the former Riverhurst Subdivision has been added.

* Because of abandonments additional mileage has been added to these subdivisions since 1973.

** Track rearrangements at Regina account for additional mileage.

*** Since 1973, the 24 miles of the Cudworth Subdivision south of Meacham have been abandoned, and the 38.3 miles from Totzke to Domremy have been upgraded. The 14.7 miles between Meacham and Totzke and the 31 miles from Domremy are still restricted to light diesels.

Abn means subdivision has been abandoned since 1973.

Cut means part of the subdivision has been abandoned since 1973.

Upg means subdivision has been upgraded since 1973 and can now accept heavier locomotives.

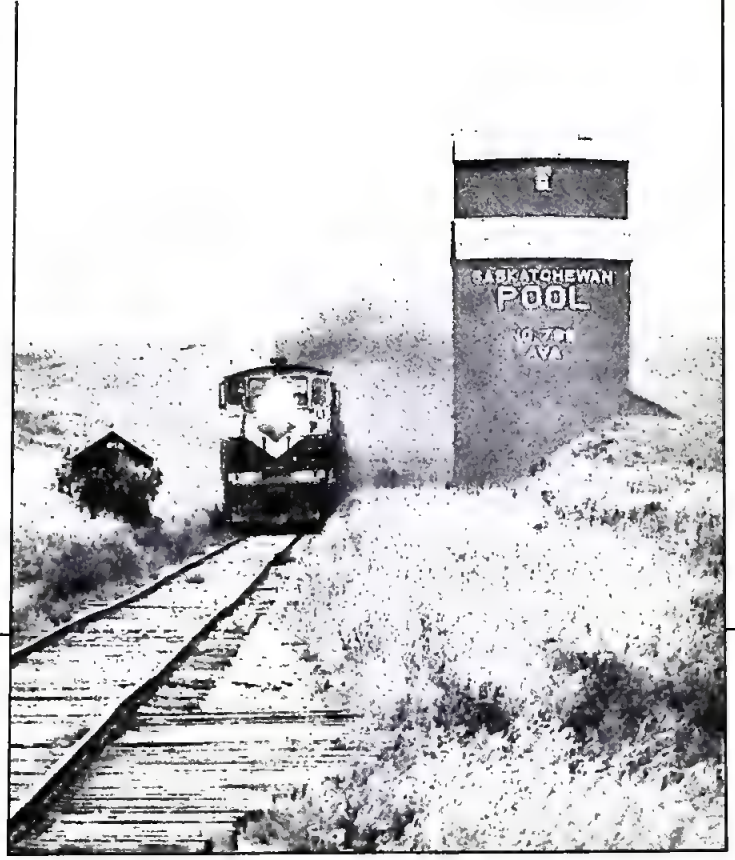
Information for these tables drawn from the following CN Employees' Timetables:

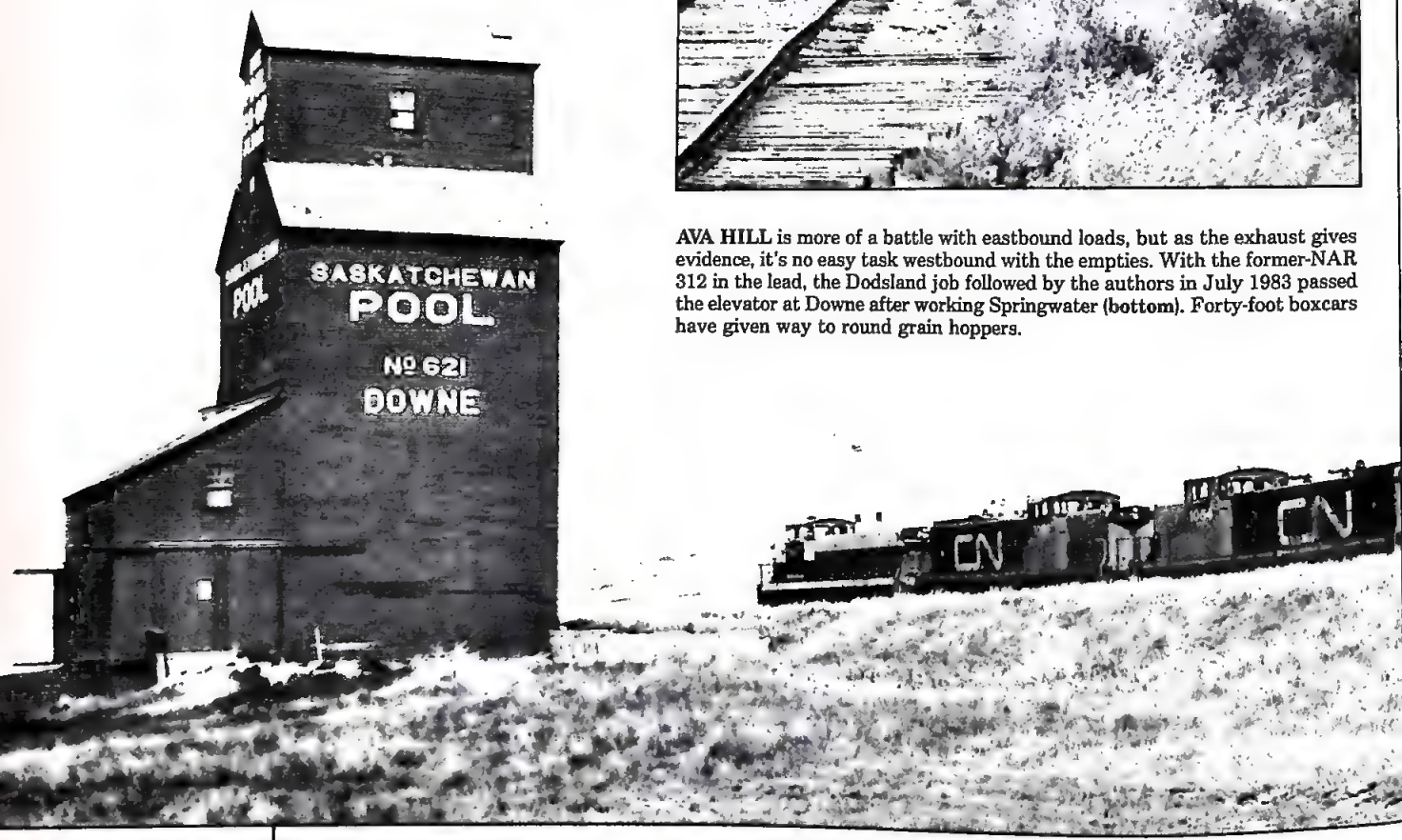
Alberta Area #23, April 30, 1972, *Assiniboine Area* #65, April 29, 1973, *Saskatchewan Area* #26,

the road name and herald painted out.

This unit had been built as CN 1077 but was then sold to the NAR as its 312. When the NAR was acquired by the CN in June 1980, the 312 was absorbed into the CN roster on January 1, 1981, getting her original number back but retaining the name CHIEF DUNCAN TASTAWITS, which had been applied in honor of the NAR 50th Anniversary in 1979. We considered it good fortune when the 1077 was put on the point of the Dodsland job.

By 10:30 all was ready, and Extra 1077 headed west with 59 empty grain hoppers. Dropping its empties at the country elevators as it went and setting up the loads (bound for Vancouver) for easy pick-up on the way back, Extra 1077 became progressively shorter as it





AVA HILL is more of a battle with eastbound loads, but as the exhaust gives evidence, it's no easy task westbound with the empties. With the former-NAR 312 in the lead, the Dodsland job followed by the authors in July 1983 passed the elevator at Downe after working Springwater (**bottom**). Forty-foot boxcars have given way to round grain hoppers.

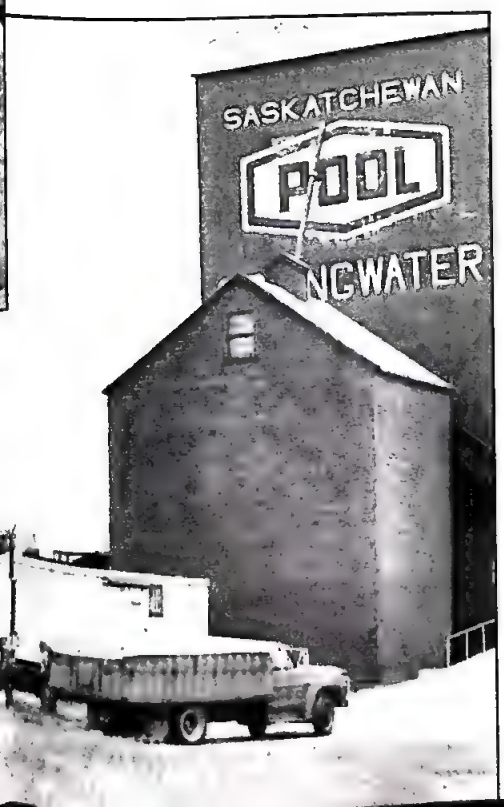
worked its way down the stub-end branch.

Leaving Ruthilda, 26 miles west of Biggar, the trio of GMD1s faced the Dodsland Subdividion's most challenging obstacle. Between there and Dodsland, 21 miles beyond, the Grand Trunk Pacific had been forced to build a twisting line across one of the many deep valleys in the prairie provinces that were formed by the torrents of water released by receeding glaciers. This valley, occupied today by Eagle Creek, creates a 1% compensated grade for Dodsland trains to overcome. While "Ava Hill" did not have much impact on the tonnage hauled by westbound trains, it did greatly reduce the capacity of eastbound runs. The CN 1972 Alberta Area Employees' Timetable, for example, rates a single GMD1 at 2380 tons eastward from Coleville to Dodsland but only 1210 from Dodsland to Ruthilda. East of Ruthilda the allowed tonnage rose to 1753. Since most loaded grain cars go east, Ava Hill is a significant barrier. One veteran CN employee recalled that in the days of steam, pushers had been needed, and seeing the GMD1s make even the "easy" westbound climb with empty hoppers tended to confirm that bit of history.

After leaving the valley of Eagle Creek, Extra 1077 continued with its seemingly mundane, but interesting, task of spotting empties at rural elevators. By the time it got to Coleville, 66 miles west of Biggar, the 59 cars had shrunk to 20. Though an urgent appointment with Amtrak's *Empire Builder* in St. Paul cut the chase short, our trip along the Dodsland Subdivision had been a four hours very well spent.

PROVINCIAL ARCHIVES OF ALBERTA

CONSOLIDATION 2133 was eastbound on the Dodsland Subdivision at Coleville, Sask., on February 22, 1952. The Grand Trunk Pacific standard depot is still there today.



With a bit of planning, finding trains to chase on the branch lines in the prairie provinces is not difficult. As with any chase, timing is everything. Because the "Crop Year" of the Canadian Wheat Board ends on July 31st, wheat shipments and branch line operations are especially heavy during that month. (The Canadian Wheat Board is the agency that markets Canada's wheat.)

The best way to get information on which branch lines are operating and when is to go to a divisional point and talk with the operator. Railway employees in western Canada have a well deserved reputation for cooperating with *responsible* railfans. With their help we have had some good trips indeed.

As a matter of personal preference we usually go to divisional points on secondary main lines like Dauphin, Man., and Hanna, Alta., on the CN or Assiniboia and Wilkie, Sask., on the CP. Secondary lines often have lower speed limits and older power than the main lines while still offering enough trains to make an interesting chase possible even if nothing is happening on the branches. Main line terminals like Biggar offer even more trains if the branch lines are quiet on a particular day.

While those interested in GMD1s can find them almost anywhere in western Canada, there are still over 1700 miles of track where weight restrictions increase the odds of seeing these Canada-only units. The subdivisions where those weight restrictions applied in the summer of 1983 can be found in the chart on page 33.

Once a branch line train has been found to chase, the question of rural roads becomes relevant. Such a chase, including the two described in this article, usually involves using gravel roads. Most of these are fine for chasing in good weather, but a headlight can be lost to a loose stone if one is not careful.

More importantly, it is sometimes difficult to know which road to take at an unmarked junction. However, since the low speeds on the branch lines allow time for a wrong turn or two, and because the wide open spaces in western Canada usually make it easy to follow a railway, this is not a serious problem. Moreover, all three prairie provinces put out fairly good maps that are also helpful (see box on page 31).

Finally, it is also a good idea to take along some powerful insect repellant. The mosquitos and other biting bugs in the Prairie West can be very "friendly," and it is helpful to have something to hold them off while railfanning.

It is not clear how much longer chases like those described in this article will be possible. The prairie railway grain-gathering network is undergoing great changes. As already noted, many branch lines have already been abandoned and more will certainly follow. In addition, the equipment used will continue to change. The GMD1s have been in service for over a quarter of a century and may be an endangered species. Then, too, finding a boxcar in grain service is already unusual and will become more so as additional covered hoppers are purchased. The trend toward heavier cars—and thus locomotives—is likely to be encouraged by the massive renovation of branches under the Canadian government's Branch Line Rehabilitation Program. While there is still time to see 1960s-era railroading in the Canadian West, the hour is already late.

The

DON WOOD

The story of the apotheosis of the Berkshire-type steam locomotive begins with two rural Ohio boys, who, seeking to act out the American Dream, first pulled ahead in real estate, then made headlines in skyscraper construction, and finally hit the big time in their schemes for railroad consolidations. The brothers Van Sweringen single-mindedly devoted their energies to building a railroad empire when railroads were still the backbone of American transportation. Oris P. and Mantis J. must have heeded the warning of Sir Francis Bacon that whoever takes a wife gives "a hostage to fortune," for they remained bachelors, having "no hobby but work," as the Cleveland *News* (1923) reported.

Their close application to work resulted in their acquiring, in 1916 from mighty New York Central, the New York, Chicago & St. Louis — better known as the Nickel Plate — a railroad poor in passenger revenue but rich in freight. And their penchant for efficiency is illustrated by their picking the right young man—John J. Bernet—to take over as president. By 1922 they had absorbed into the Nickel Plate the Lake Erie & Western and the Clover Leaf Route (Toledo, St. Louis & Western), moves which multiplied the value of their original investment. In 1922 also came control of the Chesapeake & Ohio and Hocking Valley, which brought to "parent" Nickel Plate an assured share of coal tonnage moving out of Appalachia to industrial centers like Lackawanna, Cleveland, Lorain, Toledo, Gary and Chicago.

They next acquired 26% interest in the Erie and 33% of Pere Marquette, and by 1927, 17% of Wheeling & Lake Erie. In the meantime, after almost two years of hearings, in 1926 the ICC denied to the brothers their request for a merged greater Nickel Plate system. The next move in their expansion involved shifting the consolidation scheme to Chesapeake & Ohio in order to satisfy minority stockholders of C&O who demanded better terms for their road, which in the late 1920s had completed its own connection through southern Ohio with the merged Hocking Valley. C&O thereby had its own "long-haul" route for traffic from the Ohio Valley to the Great Lakes. If the

C&OHS

John J. Bernet

RAILROAD MAGAZINE

Oris P. and Mantis J. Van Sweringen

C&OHS

William G. Black

The Van Sweringen Berkshires

Van Sweringen Berkshires

by Eugene L. Huddleston

Part One

Nickel Plate and C&O were not to be permitted to marry, NKP would be left at the church door for the time being, and the Erie would be courted as the east-west trunk line partner replacing the Nickel Plate.

This grand scheme did not get much farther with the ICC than the original merger proposal, but it did establish some harmonious linkages that led eventually to the "birth" of the Van Sweringen 2-8-4 in 1934. As a result of the brothers' attempting to revive the Erie as they had the Nickel Plate, they sent over to the Erie, in 1926, their brightest and best, two of whom are quite important for our story: William G.Black, Nickel Plate superintendent of motive power, and John J. Bernet, Nickel Plate's efficient chief executive, who became known as the "doctor of sick railroads."

There were some important developments in steam motive power in the Van Sweringen empire between 1926 and 1930, but the coming of the Great Depression late in 1929 nullified whatever unification plans the Van's might have had. As a result, after 1932, Erie went its own way (except for continued participation in the Advisory Mechanical Committee), and the Nickel Plate, with its back to the wall, fell under joint management with the C&O and Pere Marquette in 1932. Our concern with the brothers Van Sweringen ends here. The Great Depression proved a disaster to them, and they died (one in 1936 and the other in 1937) almost literally of broken hearts from the collapse of their empires.

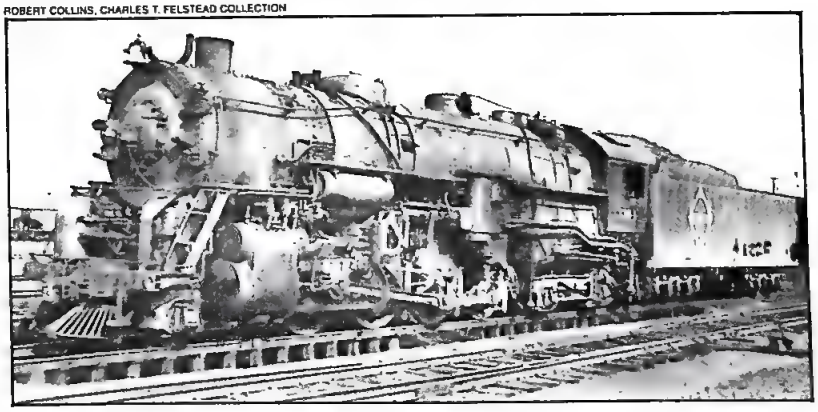
The Erie 2-8-4s

But the years from 1926 to 1930 were glorious ones for the Van Sweringens, especially in new motive power. Bernet, as the new president of Erie, immediately set his motive power chief to work on a new high-horsepower locomotive. Black could think "big" in this project, for the Erie had no clearance or weight problems to crimp the designer's style (just as three years later, Black would have similar freedom in designing the C&O 2-10-4). Black knew the logical wheel arrangement for Erie's new engines to be 2-8-4, for Lima Locomotive Works demonstrator, designated the A-1 and introduced February 1925, had proved superior in speed and tonnage hauled to any Mikados it was put up against. The 2-8-4 which Black designed, however, owed little other than wheel arrangement to the A-1 and the scores of 2-8-4s it sired for the IC, B&A, B&M, C&NW, MP and TH&B. Black's most daring innovation was driving wheels seven inches higher than the A-1's and an accompanying significant increase in boiler girth to supply the necessary steam. During Bernet's tenure with the Erie, 105 of the Berkshires were put in service as classes S-1 through S-4. Apparently, the Van Sweringen brothers lost interest in Erie after the second ICC rejection of their bid for empire. So in May 1929 they sent Bernet (and Black) to C&O and Pere Marquette, and in 1932, NKP also.

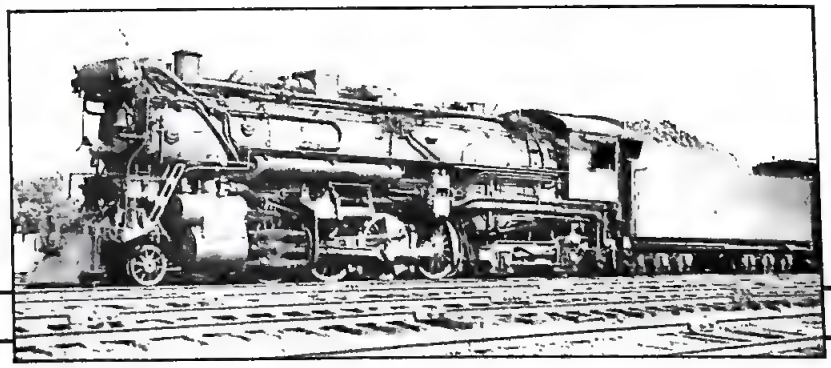
The C&O T-1

Just as Bernet had done with Erie, he did with C&O; that is, his first order of business was to buy new locomotives. C&O had a huge new westbound coal

ROBERT COLLINS, CHARLES T. FELSTEAD COLLECTION



ERIE S3 3364, shown at Secaucus, N.J., on June 24, 1939, is typical of the first 2-8-4s developed by Bernet and Black for the Van Sweringens; it was an improvement over Lima's prototype 2-8-4s such as ICRR 7014 (below) at East St. Louis in 1934. The first true "Van" Berks, however, were the NKP's, such as 763 (top) making 40 m.p.h. near Painesville, Oh., on Labor Day 1957.



GERALD CARSON COLLECTION

CHESAPEAKE & OHIO'S T-1 2-10-4s were developed from the Erie Berkshires and were such an unqualified success that the NKP 2-8-4s were just scaled down versions of them. Here C&O 3033 rolls 170 cars of lake coal through Fostoria, Oh., in 1949.

classification yard at Russell, Kentucky, scheduled for completion in 1930. Trains 160 cars in length, and weighing up to 13,500 tons, could leave this yard without the road crew making a "double;" also, after the train was cabbed, the train line could be pumped to working pressure before the engine coupled on, by compressed air supplied through a network of underground piping at the west end of the yard. A new engine was needed to take these long trains north over the "roller coaster" topography south of Columbus and a 14-mile grade just north of the city. Even though the latest "Simple Simon" 2-8-8-2s were only three years old, "Super Power" was needed (1) in anticipation of continued growth in westbound coal loadings; (2) to haul the long trains made possible by the new yard; (3) to replace the 2-6-6-2s that supplemented the 2-8-8-2s; and (4) to achieve more efficiency in costs and performance. (For example, Super Power, with its greater speed, could maintain more momentum on the roller coaster grades and thus be subject less often to stalling, always a problem with poor engineers and inexperienced firemen.)

The influence of the Erie Railroad on the design and appearance of the new C&O locomotive was pervasive. The newly formed Advisory Mechanical Committee, which Bernet had established, pooled the engineering talents of the four chief Van Sweringen roads. Black, a C&O vice president since coming from Erie, headed the Committee. A.G. Trumbull, whom Black named the Committee's chief mechanical engineer, had also come off the Erie. In addition to the Erie influence, the Lima influence cannot be downplayed. Only 150 miles from Cleveland was Lima, Ohio, where designer Will Woodard was perfecting the concept of Super Power introduced by the A-1 in 1926 (and, of course, by Black's Erie 2-8-4 as well). Lima was an easy morning's ride on a luxuriously-appointed business car from the Nickel Plate siding under the Van's Terminal Tower to the NKP siding at the locomotive plant. It would be easy for a member of the AMC to journey to Lima weekly (as was done later in the construction of the 2-6-6-6s) and confer with fellow engineering specialists as construction proceeded.

The concept of Super Power held at Lima was fully delineated in an ad in the 1930 *Locomotive Cyclopedia*, placed while the new C&O machines were in the planning stages. According to Lima's ad, "basic factors" that had to be designed into Super Power included: (1) greater power at the drawbar for starting heavy trains, achieved mainly by trailer booster; (2) higher steam pressure and ample boiler capacity for higher drawbar horsepower; (3) large grate area and firebox volume, made possible by the four-wheel trailing truck; (4) a brick arch; (5) type E superheater; (6) feedwater heater; (7) cast steel cylinders; (8) smokebox throttle; (9) tandem main rod drive; and (10) long valve travel.

These factors were all taken into account in the design of the new C&O Texas-type Super Power locomotive. The class T-1 2-10-4s developed out of tests with Erie S-3 no. 3377, sent down from Marion, Ohio, to C&O's Huntington Shops. The S-3's steam pressure was increased from 225 to 240 lbs. and weight was added over the drivers before tests began between Russell and Toledo. C&O was looking for a new engine with the starting power (tractive effort) of one of C&O's 2-8-8-2 simple articulateds—which had big boilers and small drivers—and the speed and horsepower that adding sufficient adhesive weight to 70-inch drivers would give. Achieving the tractive effort of the 2-8-8-2—103,500 lbs.—and maintaining 70-inch drivers clearly called for a new design, for adding 70-inch drivers to a simple articulated was out of the question at the time. Keeping two cylinders and adding another set of drivers was the answer. Two features of the new design would solve two of the ten-coupled freight engine's biggest disadvantages: dynamic augment ("jumping up and down") from lack of sufficient counterbalancing, and a too-rigid wheelbase. The 69-inch driver supplied to the new 2-10-4 solved the former problem, and the Franklin lateral motion device solved the latter.

Thus in 1930 was born the largest and most powerful two-cylinder steam locomotive to date. The T-1, numbers

3000-3039, exceeded all expectations, and as everyone knows, the 125 locomotives built to essentially the same design in Pennsylvania's own shops during World War II were the "P Company's" best locomotive. William G. Black designed this graceful Bengal Tiger of a locomotive, and the Advisory Mechanical Committee did no more than most committees do—it recognized that its collective talent did not match the singular genius of this one man.

The T-1 was so successful that subsequent Van Sweringen Berkshires were simply scaled-down versions of it.

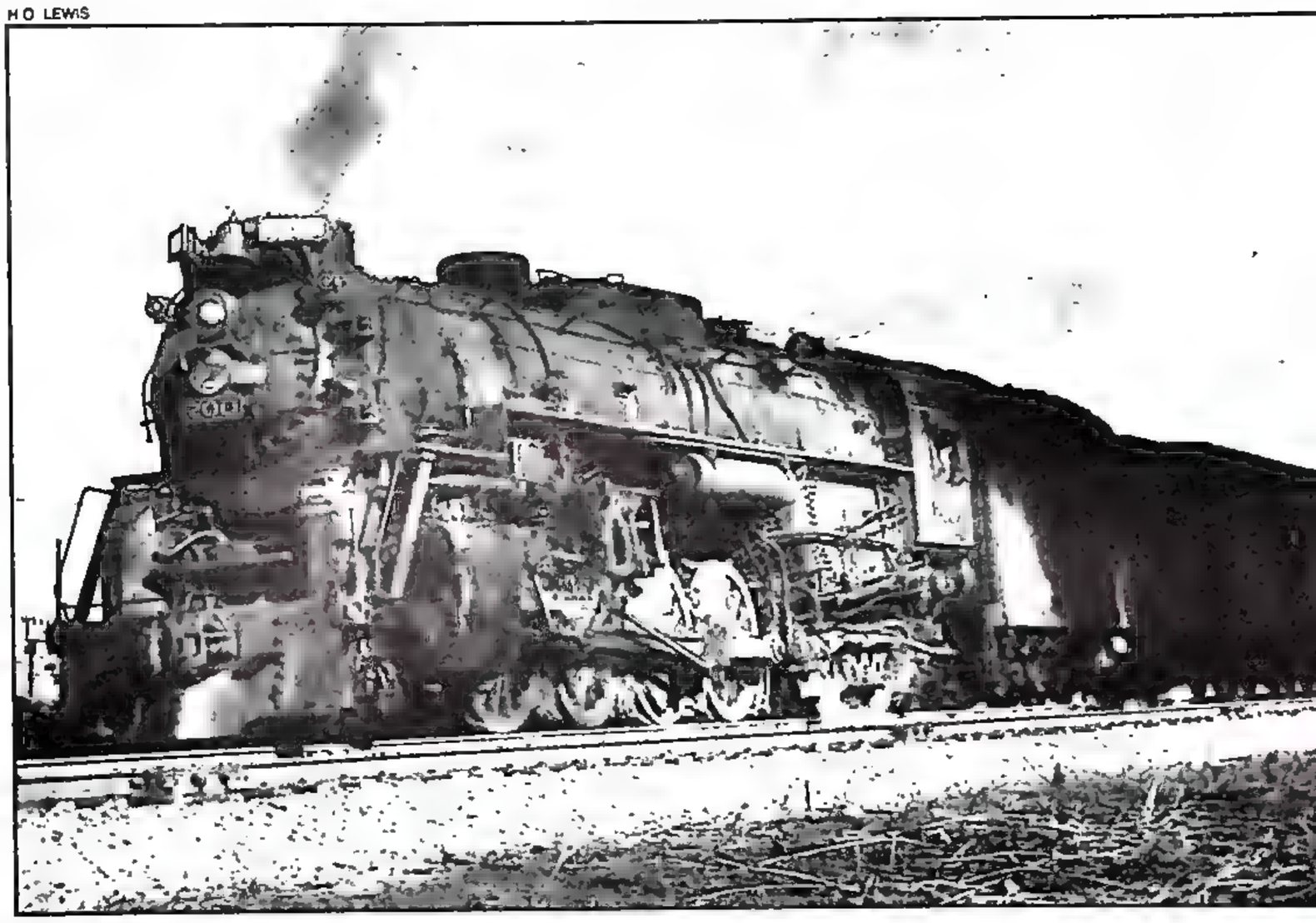
As a model, the Erie 2-8-4 was not so much lacking in any particulars as it was that the T-1 took advantage of some of the latest developments in locomotive engineering. For example, a four-wheel Delta trailing truck replaced the "four-wheel articulated back end" used on three of the four Erie "S" classes; combustion chambers were added ahead of the firebox (lacking on all Erie engines); and, most importantly, roller bearings were applied to all driving boxes. Other differences range from an increase in eight inches in boiler maximum outside diameter over the already-large 100-inch Erie boiler to two-inch greater piston stroke on the T-1 and achieving a higher factor of adhesion, which took care of the Erie engine's alleged slipperiness.

It seems that Vice-President Black, with his background on the Erie, wanted everyone to know of the T-1's kinship with the Erie S class. Thus, even though the next available classification letter for C&O locomotives was "L," "T" was chosen to follow the Erie "S." Likewise, the front end design was pure Erie, not C&O. All C&O freight engines purchased in the mid to late 1920s had "Georgian" embellishments—notably "flying" air pumps on the smokebox front and headlight on pilot beam. The T-1 design, like the Erie, put the headlight in the very center of the smokebox door and had pumps on pilot beam behind vertical shields, separated by a small platform providing access to the headlight—practices never followed on subsequent C&O freight power.

The Nickel Plate Berks

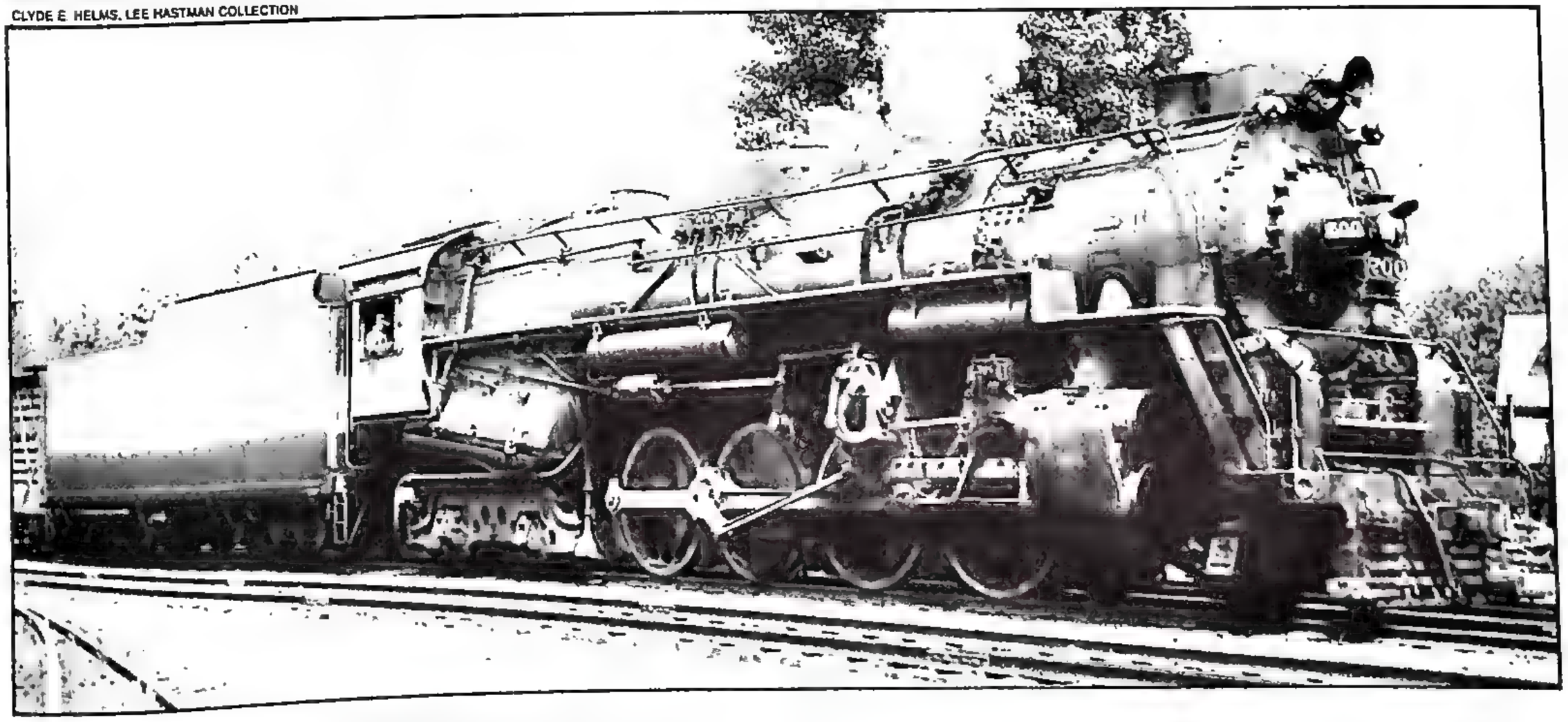
John Bernet knew the truth of that old cliché: "The only thing a railroad has to sell is transportation." And like Confederate General Nathan Bedford Forrest, he believed sales "victory" for a railroad depended on who "could git thar fustest with the mostest." Bernet's first railroad presidency had been with the Nickel Plate, so as president of C&O and Pere Marquette from 1930, and from 1933 for the NKP, he was probably partial to the Nickel Plate and thereby ordered the first new loco-

H O LEWIS



THE FIRST ORDER for NKP 2-8-4s went, ironically, to Alco, not Lima. NKP 700 was on freight KC-44 at St. Marys, Oh., in 1935 (below) in essentially "as-built" appearance. She had a wartime pilot, number boards and Mars light by 1951 (above).

CLYDE E. HELMS, LEE HASTMAN COLLECTION

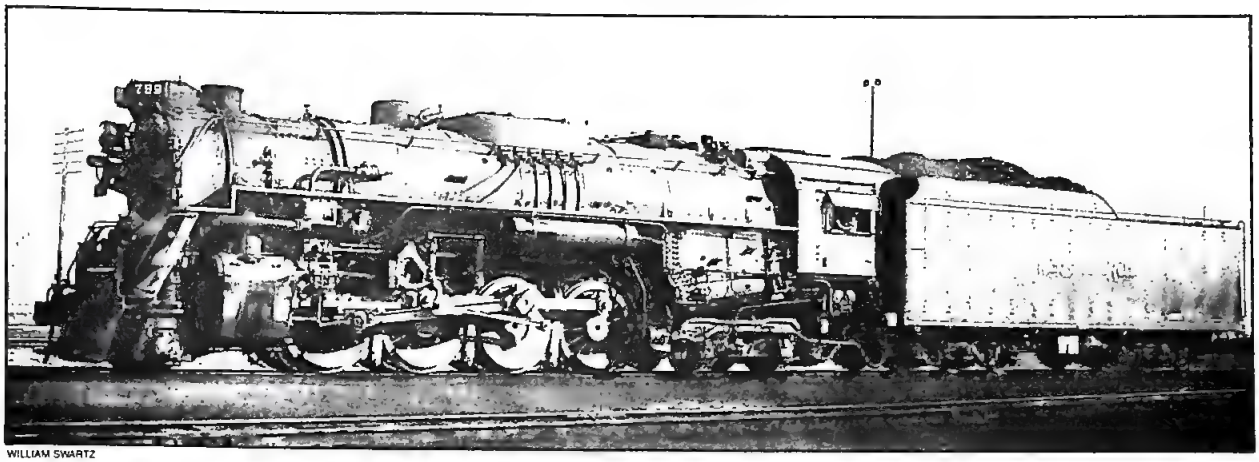


DON WOOD

NICKEL PLATE BERKS were known for power and speed on a hotly competitive road. The 773 was eastbound out of Bellevue in July 1956. In finest NKP tradition, the 728 (below) was hammering eastward at Lodi, Oh., in October 1956, meeting the 809, originally built for Wheeling & Lake Erie—note outside injector controls.

motives for any Van Sweringen road since the advent of the Depression for it. Although the NKP Mikados were heavier, newer and more numerous than the 48 1000-series Mikes of the PM, built mostly in 1918 and 1919, the PM was not competing with giants Pennsylvania and New York Central and lacked the traffic volume of the NKP. The C&O could wait, too, for it had a fleet of 150 heavy Mikes (classes K-2 and K-3) that in 1934 were ten years old or less. So Bernet opted for the NKP and for the design of the T-1, a proven winner. The T-1 itself was too big and too powerful for the NKP. Manifest trains and mixed freights weigh less than solid coal trains, and NKP had no sustained grades of up to .70% which the T-1 (on manifest) had to surmount unassisted. The Advisory Mechanical Committee therefore scaled down the Texas 2-10-4 to a Berkshire 2-8-4, achieving a tractive effort and a weight on drivers 70% of the T-1's. This ratio permitted the same factor of adhesion, 4.01. One important dimension remained the same: a piston stroke of 34 inches to place the leverage of the main rod half way between tires and axles (allowing for an

H.H. HARWOOD, JR



WILLIAM SWARTZ

NKP 759 was just another Berkshire on November 14, 1953, at Ft. Wayne, Indiana. In 1968 she would become the first Van Sweringen 2-8-4 to be reborn for fantrips.

inch wear on the tires). As many parts as possible were made interchangeable between the 2-10-4 and the 2-8-4, and the front ends were identical in styling. Oddly enough, the first order went to Alco, even though C&O's T-1 was built by Lima. The rest of the story is well known—how NKP standardized its freight fleet with the 2-8-4 and with it established enviable records of efficiency and performance.

The Pere Marquette 2-8-4s

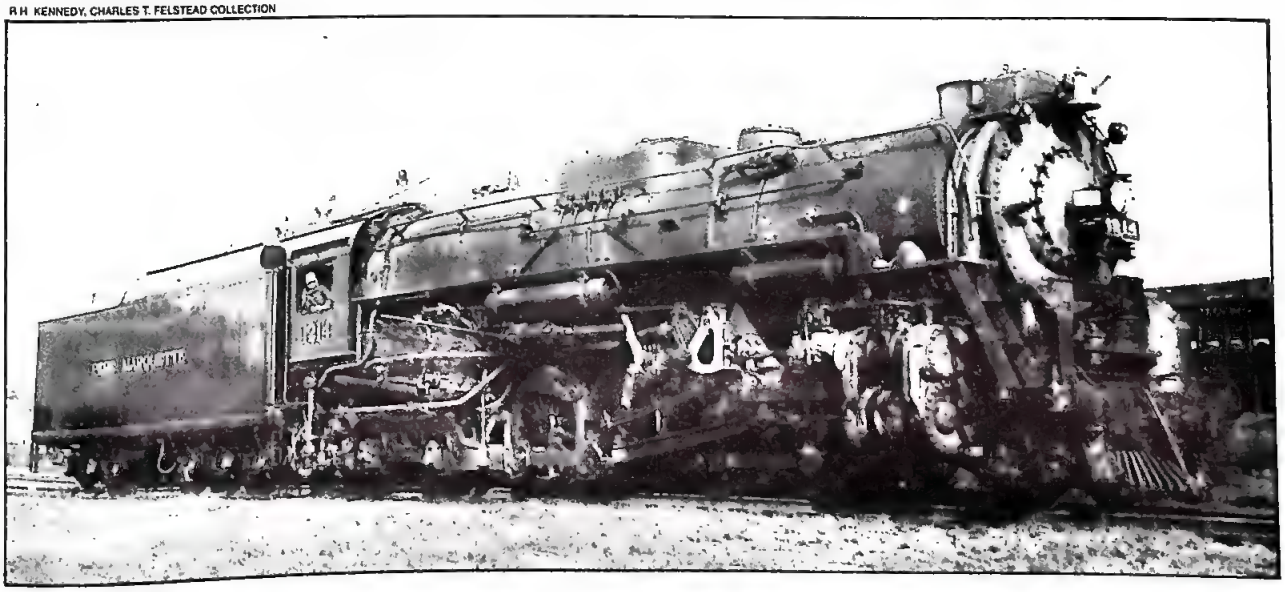
Undoubtedly there was some envy among PM people in 1934 when they first saw these new and powerful NKP locomotives. And to keep morale high, Bernet undoubtedly would have given the Pere Marquette mechanical department a timetable for their receipt of similar locomotives. But Bernet never lived to see PM get its share of new Berkshires, for he died in July 1935, and William Black died unexpectedly in 1936.

The initial order for 15 PM 2-8-4s, designated class N, was placed in December 1936, and additional orders through 1944 gave PM 39 Berkshires, ten of which were equipped with boosters and all of which had 26-inch cylinder bores, in contrast to the NKP 25-inch. Allegedly, the NKP Berkshires of 1934, when weighed in Schenectady, proved heavier than originally calculated. The revised figures were never released, possibly because the increased weight would have added an increment to the engine crew pay scale determined by weight on drivers. As Fred Westing and others have reported, what went on in a builder's scale house was the builder's business. The practical result of the unreported weight was to permit greater piston area on the PM machines, thus increasing piston thrust without increasing driver slippage.

Bernet's role in taking the design of the eight-coupled freight locomotive as far as it could go cannot be over emphasized. If a railroad leader, prior to World War II, was not from an engineering col-

THE PERE MARQUETTE received the first 2-8-4s based on the NKP design. The 1214 was undergoing final tests (note missing jacketing on cylinders and feedwater heater pipes) at the Lima factory and posed for a visiting fantrip on October 10, 1937.

R.H. KENNEDY, CHARLES T. FELSTEAD COLLECTION



ELMER TRELOAR

CHANGES IN APPEARANCE over the years were typical of the Van Sweringen roads' power. Pere Marquette 1219 (below) had no number boards as she departed Grand Rapids in August 1946, while the 1209 in Detroit in 1948 (above) had them.

C&O RAILWAY PHOTO C&OHS COLLECTION

lege, he was likely a "self-made" man like John Bernet, who started railroading in 1889 as assistant telegraph operator for the Lake Shore & Michigan Southern, rising to general superintendent of the road in 1905 and vice president of New York Central lines west of Buffalo in 1911. An obituary for Bernet appearing in the 1935 *C&O Annual Report* noted that "during the period of depression, faith in the future of his country predominated and it shaped his policy... he continued to build for that prosperous future which he confidently expected."

On the roads that Bernet headed after 1930, many relatively new locomotives were stored in "white lead" because of the Depression. In the booming 1920s it had been easy enough to order new power, but only a man with supreme confidence in his policies could do so in the 1930s. Perhaps the strain of making decisions—such as new locomotives for the NKP and a tunnel building and enlargement program for C&O—contributed to his untimely demise.

To be continued.

JJ YOUNG, JR

IT'S THE EIGHTH DAY of 1977 as a pair of Union Pacific U30Cs wheel Delaware & Hudson's *Apollo-1* through Great Bend, Pa., on trackage rights over Conrail's ex-Erie main line.

Photo Line

TERRY A. PARKER

PASSENGER TRAINS can show up in unexpected places these days. The first passenger train in 30 years traversed the SP's Coos Bay branch in Oregon on May 20-21, 1983, as the "World Trade Special" carried railroad executives and officials including Oregon's Governor Atiyeh to a trade conference in Coos Bay. GP40P-2s 3199 and 3197 headed the nine-car consist. A few days later, on May 24, an SP freight derailed in the Cascades and Amtrak's *Coast Starlight* detoured over the Inland Gateway from Portland to Klamath Falls. Here No. 14 starts up the Deschutes River Canyon at Moody.

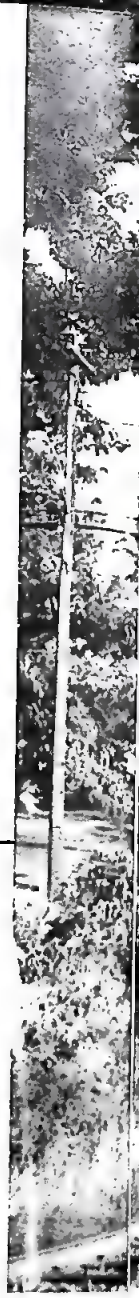
DAVID C. LUSTIG

THE PACIFIC RAIL merger is strongly evident at UP's East Yard in Los Angeles as WP GP40-2 3551 and UP SD40 3096 idle alongside MoPac MP15AC 1392, shuffling stock cars on November 20, 1983.

WAYNE DEPPERMAN

WEEKEND passenger service began last fall with excursions on the Pocono Northeast from Wilkes-Barre to Pittston, Pa., over ex-LV track in an ex-L&N/Amtrak coach owned by 20-year-old Mike Kelly.

TONY REZNAK, JR.



FOLLOWING ITS MERGER with the B&M, the MEC closed down its famous Mountain Division to St. Johnsbury, Vt. The last northbound RY-2 passed through Whitefield, N.H., **(right)** on September 2, 1983. The last YR-1 paused the next day to let the head man operate the Whitefield ball signal (one ball up gives the B&M Berlin branch the crossing, while two up authorizes the MEC). It then headed over Willey Brook trestle in Crawford Notch **(top)** and through Bartlett **(below right)**.

Mountain Division Farewell

THREE PHOTOS JIM SHAUGHNESSY

Steam: Texas Style!

The Texas State Railroad was built in 1896 to haul ore.
In 1976 it turned to steam and tourists. **by Paul D. King**

Iron ore, convicts and the State of Texas have very little in common, but if it had not been for these, the Texas State Railroad would not be operating as we know it today. There are large deposits of iron ore in eastern Texas, and in 1884 the State used convict labor to build a foundry on the penitentiary grounds at Rusk with the interest of smelting these deposits for the manufacture of cast iron pipe. Convict labor was used in the operation of the foundry, and horse-drawn wagons were used to haul the ore from the mine to the foundry, but inadequate equipment and crude roads made this impractical. The State needed another method of transportation.

In 1896, the State of Texas laid five miles of track in a westerly direction from the foundry at Rusk to the mine. Trains now would haul wood and ore between the mine and the foundry. In 1903 the State doubled the capacity of the foundry, and in 1906 the tracks were extended five miles further to the community of Maydelle. Again, convict labor was used in the construction.

In 1906 the Governor became an advocate of the State constructed, owned and operated railroad. He appreciated the many advantages of rail travel for both freight and passengers. At that time, the state railroad was ten miles in length and connected only with the St. Louis Southwestern Railway—the Cotton Belt—at Rusk.

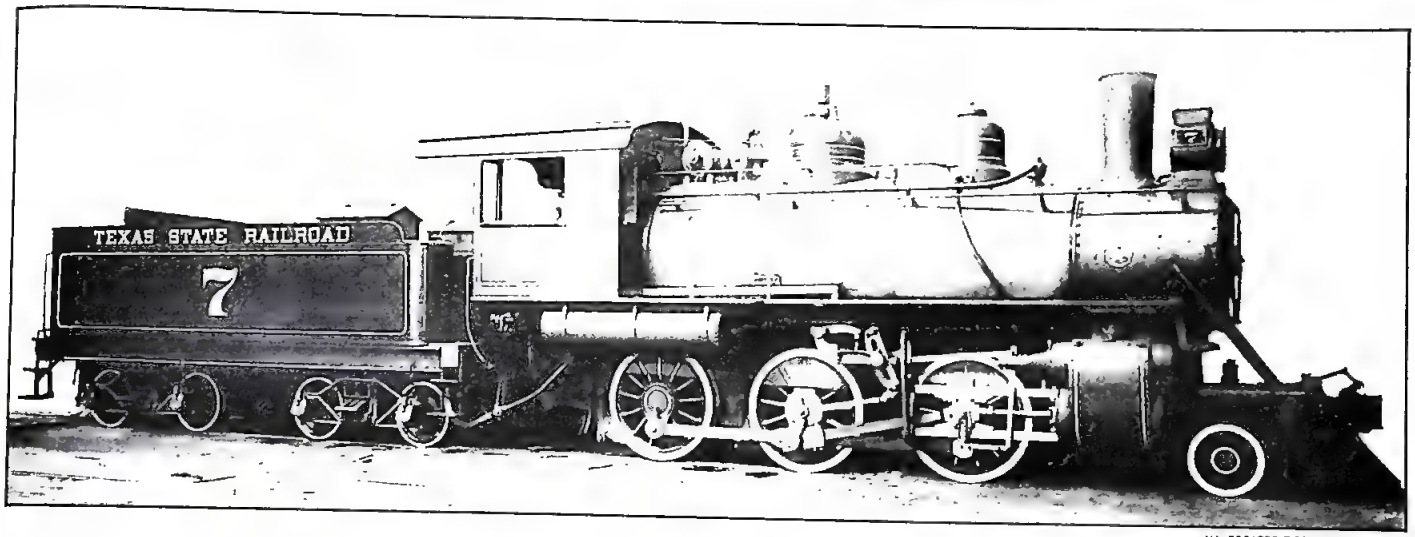
The Governor formulated a plan recommending that regular service be initiated on the ten miles between Rusk and Maydelle and that the line be extended to Palestine (pronounced Palace-teen) to connect with the International-Great Northern (Missouri Pacific). The plan was approved, and in 1907 regular service began between Rusk and Maydelle. The extension of the line 22 miles from Maydelle to Palestine was completed and put into operation in 1909. Even though the railroad had never been chartered, it was officially named the Texas State Railroad.

During this time, private industry from another state was developing new methods and making refinements in the old processes of producing cast iron. This became the killing blow to the foundry at Rusk, and Texas was unable to compete in the manufacture of cast iron pipe.

In 1913 the State's plant at Rusk was closed down. In 1917 the penitentiary at Rusk was converted into a mental hospital, and in 1921 the iron foundry was sold and dismantled.

The operation of the railroad was continued, but at a heavy loss. The state government was about to abandon the line when a Senator intervened. The Senator convinced the Legislature to appoint a committee of professional railroad men to examine the property, report on the cost of rehabilitating it, and determine if there was any possibility of operating it at a profit. The Legislature concurred and appointed a committee. Their report was extremely favorable, and an encouraged Legisla-

PAUL D. KING



H L. BROADBELT COLLECTION

MOGUL 7 was the only locomotive purchased new by the Texas State Railroad, built by Baldwin in September 1915. Typical of today's operations, Mikado 400 (below) is dropping down Fairchild hill in 1982 with extra coaches for a school group.

ture appropriated money for the work. To oversee this large project, a board of managers was appointed.

The board of managers sold off all locomotives and rolling stock that were deteriorating in the enginehouse and rail yard at the Rusk prison grounds. At this time, the board prompted the federal government to sell some unused 80-lb rail for the cost of transportation. Because it was World War I military surplus, the rail was a thorn in the government's side, and Uncle Sam jumped at the chance to unload it. The board of managers convinced the Legislature that, by using convict labor, the cost of rehabilitation would be considerably less. But even after the upgrading project was completed, the board was unable to find a buyer. In 1921, however, they were successful in effecting a lease agreement with the Texas & New Orleans (Southern Pacific).

During the first 36 years of operation under State control, the TSR owned six steam locomotives: five Moguls and a two-truck Shay. The roster shows locomotives manufactured by four builders: 2-6-0s from Grant, Brooks and Baldwin plus the Lima Shay.

Although historians have been unable to locate records of the original owners of Numbers 1, 2 and 3, it is believed, because of their small cylinders and light weight, that 1 and 2 were converted three-foot-gauge locomotives from either the Texas & St. Louis or the Toledo, Cincinnati & St. Louis.

When the railroad was opened in its entirety for common carrier service in 1909, the management readily could see that the lighter locomotives would be of little use. Therefore, Moguls 1 and 2 and Shay 3 were sold to the Birmingham Rail & Locomotive Works. It was also known that one Mogul, number 4, could not handle the traffic load by itself. So representatives of the TSR approached the Southern Iron & Equipment Company, a firm that specialized in rebuilding used locomotives for resale, and purchased another Mogul. Upon its arrival, it was numbered 6 and put directly into operation. As of 1910, the railroad owned two locomotives, numbers 4 and 6. In 1915 the State purchased its only new locomotive, another Mogul, from the Philadelphia plant of Baldwin. The new number 7 was put into service immediately. According to historians, engines 4, 6 and 7 operated until the line closed down in 1921. Records show that 4 and 6 were sold for scrap and 7 was sold to the Blytheville, Leachville & Arkansas Southern Railroad, where it was operated as their number 12. In 1929 the Cotton Belt absorbed the BL&AS and in 1938 renumbered her to 412. The Cotton Belt sold the Mogul in 1946 to the Arkansas Railroad, where it operated as their 412 until that line closed and scrapped the engine in 1957.

Operation by SP

The Southern Pacific leased the Texas State Railroad for about 41 years. During this time the Espee upgraded the line by building depots, replacing ties and spreading ballast. With the initial opening of the line, the Espee offered through Pullman service three times a week. Connections were made at Gallatin to Jacksonville with MP's *Sunshine Special* to and from St. Louis. This through passenger service lasted until 1936, when business dropped due to the Depression and the automobile. The Pullman service was now cut to a mixed train, which lasted until 1956, when it was discontinued for freight-only operation.

There were few on-line industries on the TSR. While iron ore deposits were unprofitable, farm and forest products became the sources of revenue. Tomatoes accounted for the largest seasonal business. During the 1920s, Maydelle had three packing sheds, supplying the Espee with several hundred carloads of tomatoes a season. The Depression killed this business, and the sheds were torn down.

The railroad was now dependent on forest products, the few on-line industries and interchange with the Mopac and the Cotton Belt. There was a meat packing plant at Palestine, a bulk feed plant at Rusk and pulpwood logs at Maydelle. Other than this, the railroad had little to offer its leasee.

The Espee operated light steam locomotives over the line during the time the lease was in effect. The 400-series M-4 Moguls and 200-series E-23 Americans were used exclusively. The line had 28 pile trestles, and most of the track was laid on dirt ballast. In many places, trees and bushes grew right to the edge of the track, making larger locomotives unsuitable. The Texas State had curves in excess of twelve degrees, which limited the wheelbase of locomotives used. Trains would range from six to twelve cars, averaging about nine. With the 2.4% grades, this was a good load for the engines and a day's work for the crews. About 1955, the line was dieselized by the Espee. Two small diesel switchers were brought in: Alco S1 no. 10 and EMD SW1 no. 11.

When the Espee leased the line in 1921, the TSR was connected to the parent company by an eight-mile line from Gallatin. In 1934 the Espee chose to abandon this piece of track, isolating the 32-mile long Texas State branch from the parent leasee. With their own track now gone, the Espee entered into an agreement with the Cotton Belt to use their track from Jacksonville to Rusk.

In the early 1960s traffic dwindled so much that trains were run as little as once a week. The line was now costing them more than they were making, so in 1962, when the lease expired with the State of Texas, the Espee refused to renew it.

Last days as a short line

The Texas South-Eastern Railroad is a 21-mile short line incorporated in 1900. From Diboll, the track extends through Blix to Vair. From Blix, the line also extends to Lufkin. The TS-E interchanges with the Espee at Diboll and with the Espee, Cotton Belt and Angelina & Neches River at Lufkin. In 1962 the TS-E leased the TSR from the State, though it was geographically and physically separated from the TS-E.

The TS-E operated the entire length of the line. All of the regular traffic came from the bulk feed plant at Rusk and the meat packing plant at Palestine. There was a regular agent at the depot in Palestine for a while.

A log-loading siding was laid just west of the Neches River bridge, and trucks would bring the logs from the forests, where they were loaded onto cars for the journey to the mill at Diboll. From the TSR, they would travel the Cotton Belt to Lufkin and then on TS-E rails to the Diboll mill.

The TS-E used two different diesels, GE 70-tonner 22 and Baldwin DS44-7.5 on the 301, one being exchanged for the other when shopping was required. A fuel tank was built near the bulk feed plant at Rusk. Towards the end of the TS-E operation, the full crew had now become two, and trains were operated only as needed.

The TS-E gave up its lease in 1969. Seventy-five years of railroading on the line came to an end, and the future of the Texas State Railroad was uncertain.

The Mopac leased about four miles of track from Palestine to the meat packing plant. They were not interested in the remainder of the line where ties and bridges were rotted. Bushes, grass, trees and vines soon began to cover the track.

Rebirth for tourists

When a railroad right-of-way is abandoned, the land reverts back to its original owners. The board of managers, believing that there was absolutely no further use for the line, considered doing just that. However, they decided on using the valuable land in another way, one that the people could use and enjoy. In February 1972 a Legislative Bill was passed turning the ownership of the TSR over to the Texas Parks & Wildlife Department. The original plans of the Parks & Wildlife Commission were to abandon the remaining 28 miles of track and create a hike and bike trail through the scenic Davy Crockett National Forest.

When the word got around that the State's railroad was about to be abandoned and torn up, railfans from all parts of the State put up a protest. Rail historians convinced the Parks & Wildlife Department to reconsider their plans and to take another look at the railroad.

A thorough investigation was conducted, and the findings surprised the Parks & Wildlife directors. The report concluded that trestles and trackwork were in much better shape than first believed and that renovation was a distinct possibility.

The officials learned that recreation-oriented railroads, when operated on a first-class basis, were very popular tourist attractions to individuals from all the walks of life and from all parts of the country.

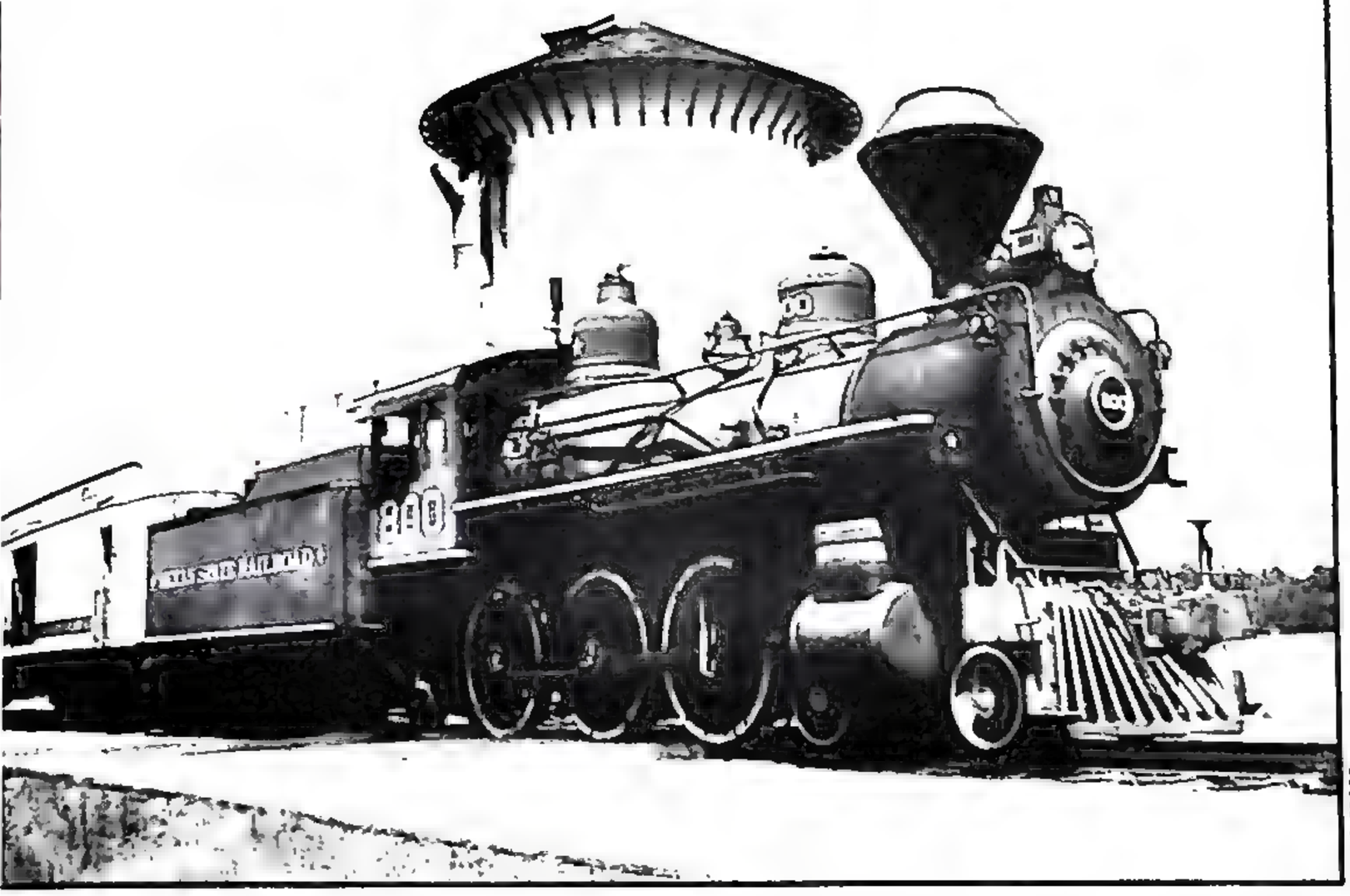
With these facts in mind, the Texas Parks & Wildlife Department elected to renovate the railroad for tourist operation. It was decided that the entire line would become a State Historical Park, and the 517 acres of land, measuring from 50 to 200 feet wide, would be dressed up to show off the train. Officials elected to purchase and rebuild steam locomotives to pull the train, a plan that park directors believed would insure success of the operation.

Prison inmates originally had built the line for prison use, keeping the cost well under the prohibitive mark for state spending. Now, under a new agreement with the Department of Corrections, prison labor again would be used.

In October 1972, an Assistant Warden from a nearby prison unit was ordered to Maydelle for the purpose of erecting a railroad camp. Fifty inmates began building support facilities, fencing, buildings, utilities and storage installations. In November 1972 the inmate force began clearing three years of growth from the right-of-way. In some places the weeds were waist deep and trees were a couple of inches in diameter. Inmates had to remove many fences that farmers and ranchers had strung across the right-of-way so cattle could graze on the grass between the rails. Soon after the growth was cleared, inmates working in groups of four, began replacing about 26,000 ties, or every third tie along the line. While crews worked on the track, others worked on repairing the 28 trestles along the line.

Since Parks & Wildlife officials had decided not to run the train into the town of Rusk through residential areas, the depot would be about three miles from town. At Palestine, the Mopac was still leasing the four miles of track out to the meat packing plant, so a site was located near there for the Palestine depot. This left 25 miles of track for the Texas State Railroad to operate on.

PAUL D KING



MIKE BUSBOOM

TEN-WHEELER 200, former SP 2248, wore a diamond stack until 1981, as shown here at the Palestine water tank in 1980. The four horses presently serviceable on the TSR were lined up in 1983 (left) at the shop in Rusk: engines 200, 201, 400 and 500.

Since there were no facilities for turning a locomotive or train along the line, the prison labor dismantled the three miles of track beyond the Cotton Belt crossing, leaving about 1000 feet for interchange, using some of the rail to lay a wye at each depot. Both wyes have a 600-foot-long tail track. The rest of the rail was used to build the six-track yard and shop facility at Rusk.

Meanwhile, Parks & Wildlife staff members began planning the tourist facilities to be built at Rusk and Palestine. Elegant turn-of-the-century, Victorian-styled depots were built at each end of the line. The native stone depot at Rusk would be in conjunction with a park facility offering overnight camping, picnicking and other outdoor recreational activities. The general offices and a large maintenance complex were also located at Rusk.

At Palestine, the line ended at a beautiful new frame depot in a large spacious park. This park offered camping and picnicking areas, also.

Between 1974 and 1976, four steam locomotives were obtained for use: SP 4-6-0 2248, Magma Arizona 2-8-2 7, T&P 4-6-0 316 and Southern Pine Lumber "Pershing" 2-8-0 28. They would soon be rebuilt to first class condition. In addition, two diesels were acquired for maintenance support in work train and shop switcher service. They would also be utilized as stand-by power if needed. Steel passenger cars were obtained and refurbished, and several freight cars were acquired for storage at the maintenance complex and for use in work train service.

Slowly but surely, the rebuilding of the TSR was becoming more of a reality. Since this project was the State's contribution to the American Bicentennial Celebration, it was deemed fitting to number the first rebuilt locomotive 200. After almost four years of hard work, the renovation was completed. On July 4, 1976, engine 200—the big SP 4-6-0—with her four-car train, left on her maiden run to Palestine and return.

Like any newly created operation, things had to be tried out first. Some problems always creep into the plans and alterations have to be made. In 1976, only about a dozen runs were made. The depots, each with their 15,000 gallon water tanks, were in their

Texas State Railroad
ALL-TIME ROSTER

NO.	BUILDER	TYPE	BUILT	NOTES
1	Grant	2-6-0	?	
2	Brooks	2-6-0	1879	Ex-T&StL 4, "W.M. Senter"
3	Lima	Shay	?	Two-truck
4	Baldwin	2-6-0	1888	Ex-C&EI 72
6	Baldwin	2-6-0	?	
7	Baldwin	2-6-0	1915	Bought new; sold to SSW 12
200	Cooke	4-6-0	1896	Ex-SP 2248
201	Cooke	4-6-0	1901	Ex-P&MP, nee-T&P 316
300	Baldwin	2-8-0	1917	Ex-Sou. Pine Lbr. 28, ex-T&G 28, nee-Army 396
400	Baldwin	2-8-2	1917	Ex-MA 7, nee-T&G 30
500	Baldwin	4-6-2	1911	Ex-AT&SF 1316
1	GE	45-ton	1947	Ex-Temple Lbr. 1
7	Alco	RS2	1949	Ex-PC&N 7
8	Alco	MRS1	1953	Ex-Army 2101

last stages of construction. With the new two-stall enginehouse and yard completed, the mechanical department was in the process of transferring from Maydelle to Rusk. The amount of tonnage the engine could handle on the steep and winding line was determined and cars and schedules were altered accordingly. After all was said and done, the TSR was off to a good start, and bigger and better things were to come.

Trackwork and bridges

Throughout the years since 1976, the railroad has seen many great improvements. Most of the line was originally laid in dirt ballast. Since the tourist line opened, about 40,000 tons—or 400 cars—of rock ballast have been spread. This improved the water shedding ability and helped stabilize the roadbed. Along with the ballast, parts of the line have been relayed with new and heavier rail. Much of the World War I surplus 80-lb. rail was worn, bent and kinked. The railroad bought enough new 133-lb. rail to relay about 2½ miles of track. The new rail and ballast have contributed to a smoother and faster ride.

When the convict labor began restoring the bridges in 1972, they only did as much work as was needed to make them safe. In 1979, the railroad conducted a major bridge-by-bridge inspection to see exactly what condition they were in. This was followed by an upgrading program that brought the majority of the bridges up to proper standards.

However, during the 1979 inspection, it was discovered that five of the bridges had deteriorated beyond economical repair. These included two of the longest and highest bridges on the line, the Neches River and Talles Creek bridges, each over 900 feet long and about 35 feet high. They were declared unsafe and condemned to public crossing until they could be rebuilt. The decision was made to rebuild them in concrete, rather than timber. So, with five bridges out of service in the middle of the line, a schedule change had to be made for 1980.

The run was shortened to a 15-mile round trip, with a train being operated from each end. Maydelle was the turning point on the Rusk end, and Jarvis the turning point on the Palestine end. This would mark the first time engines and a train would be housed at and originate from Palestine. This schedule was followed in 1980 and 1981 during the planning and construction stages of the new concrete, ballast-deck bridges.

Because of the dual train operations, turning and storage facilities now had to be provided. At Jarvis, some land was leased and a wye was built. It was a little more interesting at Maydelle, though. There was no room for a wye, with a highway on one side and the maintenance-of-way facility on the other. The solution was a turntable, The railroad acquired an 80-foot table from the Santa Fe at Paris, Texas. It was installed between the main line and the highway. When operations began, Maydelle would double in population as people came from all around and travelers stopped along the highway to watch a steam locomotive being turned on a turntable.

Operations today

After the completion of the new concrete bridges, operations returned to the full-length round trips again in 1982, while still maintaining a train from Palestine. Now the two trains would meet and pass at Mewshaw, a siding about midway between the two depots. The passengers really enjoy it when they meet another steam engine and train during their ride.

The regular operating season on the Texas State Railroad begins about mid-March and continues through October. The railroad operates on weekends-only until Memorial Day, then begins a five-day-a-week schedule, Thursday through Monday, until Labor Day when the operation goes back to weekends-only.

For about six weeks prior to the summer schedule, school runs are made every Thursday and Friday for the youngsters. They really get a kick out of seeing the smoke and steam and hearing the whistle blow.

The shop

After a long hot season, the crews look forward to the cool of wintertime working in the shop on locomotives and cars. The two-track, 70×120-foot engine house at Rusk has a 90-foot long inspection pit on one track, and a 63-inch drop pit on the other track. Next to this is a 30×45-foot machine shop with a 15×30-foot supply and tool room adjacent.

When the TSR opened in 1976, they had one steam locomotive rebuilt and five passenger cars operating. They have since completed restoration of three other cars, making a roster of eight available for service. About a dozen more cars have since been acquired and are awaiting restoration, completing a fleet of about 20 cars. These cars include Santa Fe combines, Erie Lackawanna Stillwell coaches, Rock Island commuter coaches, Pennsylvania P70 coaches, a Frisco chair car, a Mopac lounge car and a Santa Fe cafe observation. The railroad has about 20 other freight cars which include boxcars, flats, tank cars, a hopper, a tool car, and a couple of cabooses—one wood, the other steel. The railroad also rosters a 120-ton steam wrecker from the Espee. It is one of the last steam wreckers left in Texas. The railroad hopes they never have to use it, but it is nice to have, anyway. With all this rolling stock, the six-track yard is getting a little small. In the future, they hope to lay a couple of additional tracks and cover a couple of tracks for passenger car storage.

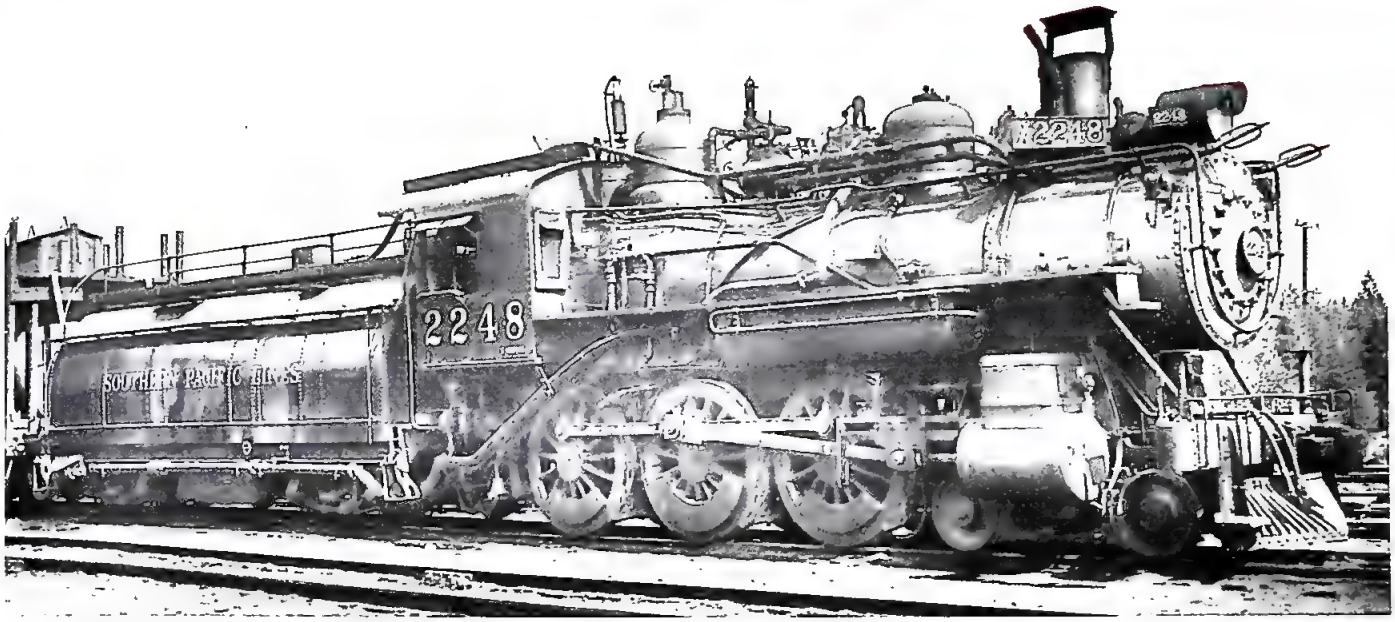
THE TURNTABLE at Maydelle is not now used in regular operations but was very necessary in 1980-81 when bridge repair work split the TSR into two segments.

PAUL D KING

TSR locomotives

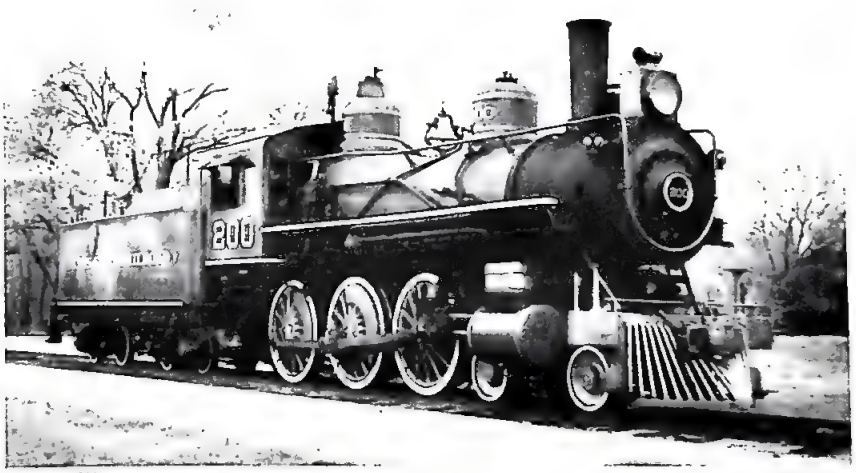
Number 200, the oldest of the five, was built in 1896 by the Cooke Locomotive Works in Paterson, New Jersey. The T-1 class Ten-Wheeler was built for the Southern Pacific as number 2248. It was purchased with a group of engines for fast passenger service, but as newer and larger locomotives joined the company's roster, the 2200s were bumped to local service. In 1926, the Espee began phasing out the T-1s.

All were scrapped except four which were assigned to fire train service. The 2248 was one of them. She was shopped and fitted with many steam-operated pumps, hoses, front-end nozzles, valves, governors and other appliances necessary for this specialized service. As a part of her fire train, the 2248 pulled two 1906-vintage tank cars that were



F.C. SMITH, JOE DALE MORRIS COLLECTION

SOUTHERN PACIFIC 4-6-0 2248 was first saved from scrap in 1926 when she was outfitted as power for fire-fighting service, as shown here at Truckee, Cal., in July 1939. The photo below shows her appearance on the TSR at Palestine on March 20, 1983.



STEVEN BLEDSOE

outfitted as water cars with hose reels, top platforms, tool boxes and between-train couplings. The fire train was used to fight and control fires along the right-of-way. Used in the Norden snowsheds over the Sierras, the fire trains were often called on to fight ceiling fires that occurred when steam locomotives would throw hot sparks into the wood structure of the sheds.

In 1950, the 2248 was stripped of her pumps and nozzles and dressed up to become the ceremonial locomotive for the Espee. She was displayed at county and state fairs, as well as on final runs of retiring engineers. She had a brass-bound green boiler jacket and was decked out with a wooden pilot and link-and-pin coupler.

In 1955 she made a couple of special runs. One was a *Gold Coast Special* over the original line of the Sacramento Valley Railroad from Folsom, California, to Sacramento. The 2248 teamed up with a Consolidation to pull a 22-car train with 1500 passengers. The other was the final run of a steam locomotive on the Northwestern Pacific Railroad, and also honoring the retirement of a veteran engineer.

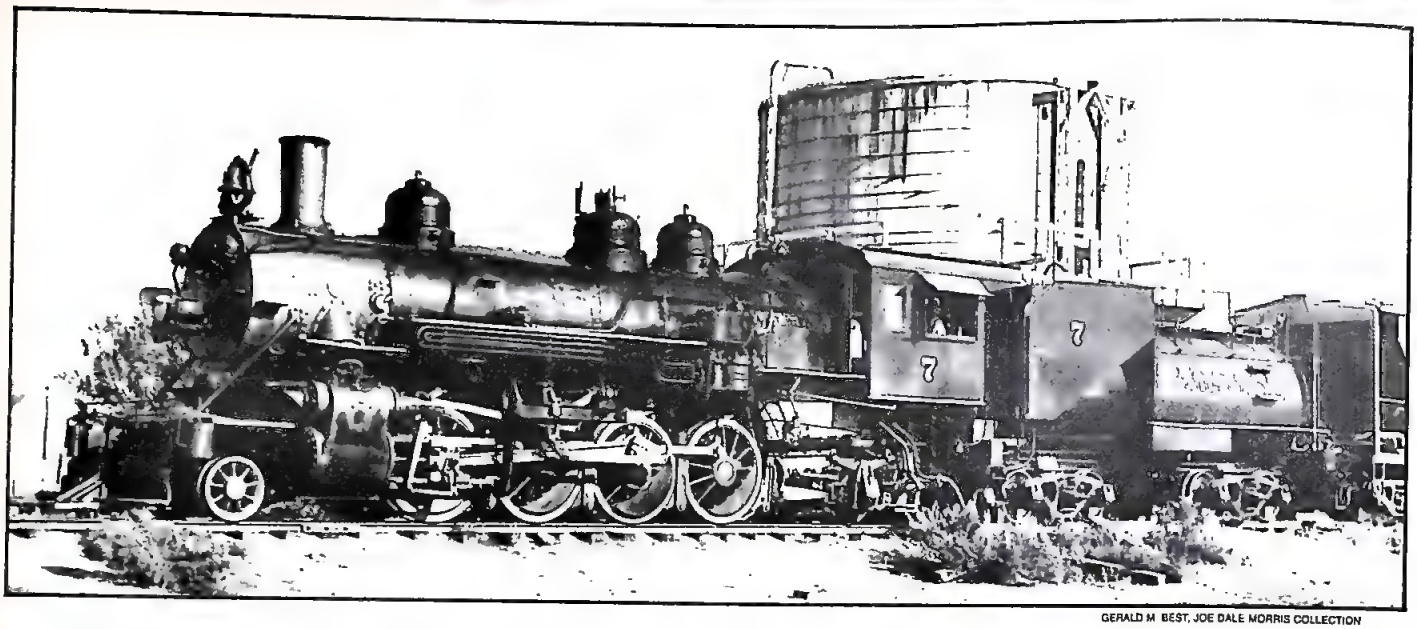
The 2248 was to be the exhibition engine throughout the 1950s as Espee's symbol of the iron horse era. But in 1960, she was sold for scrap. The scrap dealer that bought her had a sentimental feeling for steam locomotives. He did not immediately cut her up, thinking that she might steam again someday. Over the years, the 2248 became his pet.

In 1971 an earthquake tipped the engine over on her left side. Luckily, damage was minimal, and the Ten-Wheeler was righted and repaired in short time.

In 1974, when the Texas State Railroad began searching for usable steam locomotives, they found the 2248, inspected her and were surprised at how good a shape she was in. The railroad purchased her, loaded her on a flatbed truck and hauled her to an Espee siding. There she was reloaded onto a flatcar for shipment to Texas. Rebuilding began immediately upon arrival. After almost two years, with her boiler reflued, a new pilot, and all appliances and fixtures rebuilt, the 2248 became TSR 200. With her newly rebuilt coaches behind, the 200 was ready to inaugurate TSR operations.

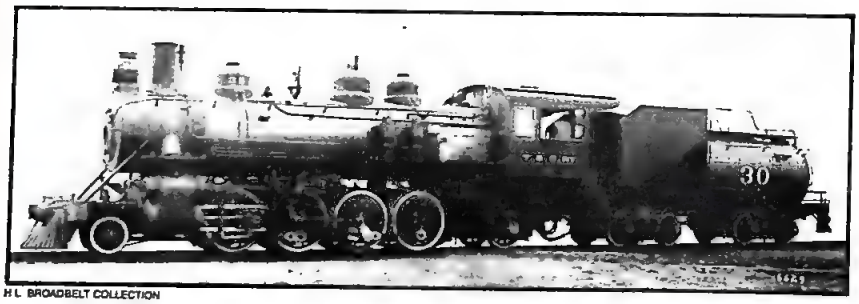
Most of the locomotives were acquired about the same time, but they were rebuilt one at a time. The next engine in line was to be number 400, a Mikado built by Baldwin in 1917. Built as coal burner No. 30 for the Tremont & Gulf Railway (a 70-mile Louisiana short line) she was converted to burn oil in the T&G shops in 1923. The short line hauled forest products and oil from Winnfield to Tremont and West Monroe. After serving the T&G for 37 years, the 30 was sold to the Magma Arizona Railroad at Superior in 1954. A vast change from the Louisiana climate she had been used to, the Magma Arizona lowered the headlight, moved the bell forward of the smokestack, and renumbered her 7. She worked at a copper mine hauling perlite, copper bullion and other freight about 28 miles to Magma Junction for interchange with the Espee. Even in a desert copper mine, the crew kept a spit-and-polished look on the dapper number 7.

In 1962, the 7 was selected to star in MGM's movie *How The West Was Won.* Hollywood moved the bell and head-

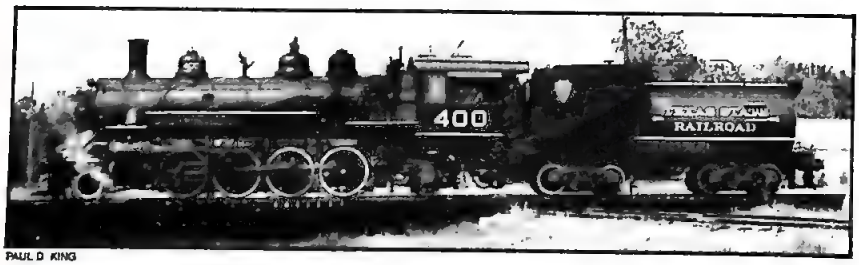


GERALD M. BEST, JOE DALE MORRIS COLLECTION

MIKADO 400 is a short line classic; she was built by Baldwin in 1917 as a coal burner for the Tremont & Gulf (below) and was converted to oil by them in 1923. The 30 was sold to the Magma Arizona in 1954 where she became number 7, shown above at Superior, Ariz., in October 1957. She retains her inherent grace as TSR 400 (bottom).



H. L. BROADBELT COLLECTION



PAUL D. KING

light back to their original locations and slipped a cap stack over her straight stack. Her Vanderbilt tender was made rectangular with sheets of plywood, and a fake pile of coal was dumped on top. The engine was then lettered for the non-existent VERDE & RIO GRANDE RAILROAD. The film train consisted of a baggage car, coach, flatcar with logs, a flatcar with a stationary steam engine, and the Magma Arizona wooden caboose. During the filming, the train slammed into a pile of crossties and boulders across the track. When filming was over, the 7 was restored to her working condition. She made her last revenue run for the Magma Arizona in 1967.

In search of a restorable steam locomotive, the TSR went to Superior and inspected the 7. She was found to be in good condition and was purchased in 1974. The hot, difficult task of loading the iron horse on flatcars for shipment to Texas took two weeks in the 100°+ temperatures of the Arizona desert.

With the TSR's operating season taking up most of the workers' time, the job of rebuilding the 7 was contracted out to a machine and boiler works. After a couple of years of rebuilding, with new flues, the superheater system repaired, and all appliances and fixtures rebuilt, engine "400" was ready. She joined the active roster in 1978 to give 4-6-0 200 a much-needed rest.

Shortly after the 400 was rebuilt, work on 201 began. She was built by Cooke in 1901, a D-9 class Ten-Wheeler for the Texas & Pacific as number 316. She and T&P 2-10-4 610, of *American Freedom Train* and Southern Railway fame, were the only two T&P steam locomotives saved from scrap. The 316 was first used on crack passenger trains but was later bumped to freight service. After about 45 years on the T&P, the 316 was sold to the Paris & Mount Pleasant Railroad, a 51-mile long northeast Texas short line. There she hauled short trains of forest products and general freight for about ten years. Sometime in the mid-1950s, the T&P bought the Ten-Wheeler back from the P&MP, renumbered her 75 and placed her on permanent display in a city park in Abilene, Texas, to honor the 75th anniversary of the arrival of the T&P into the city. There she stayed until 1974, when the City of Abilene donated the veteran locomotive to the Texas State Railroad. She was loaded on flatbed trailers for the long journey to east Texas. This locomotive was also contracted out for rebuilding by the same machine and boiler works that rebuilt the 400. After two years of repairs, parts replacement and fabrication, engine 201 was back together and ready to join the 200 and 400.

Locomotive 28 is one of only two "General Pershing" Consolidations left in existence, the other being United States Army 101 in the Rail America National Railroad Museum at Green Bay, Wisconsin. The 28 was built by Baldwin in 1917, initially intended to support military efforts in Europe during World War I, but was never shipped abroad. She wore three Army numbers: originally 396, then 645, and finally 2 on the Clairborne & Polk Training Railway at Camp Polk, Louisiana. After the war, she was sold to the Tremont & Gulf Railway and renumbered 28. There she operated until about the mid-1950s when she was sold to the Southern Pine

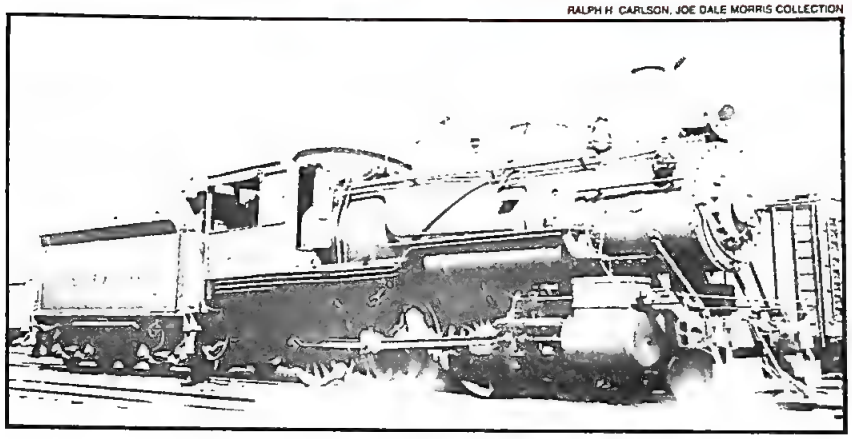
Lumber Company at Pineland, Texas. Retaining the number 28, she hauled log trains until about 1965. Donated to the Texas State Railroad in 1973, she remained on Southern Pine Lumber Company property until 1976, when TSR crews journeyed to Pineland, loaded the 28 on lowboy trailers, and headed her toward her new home. The 28 is awaiting restoration and should be rebuilt within the next year or so. When completed, she will emerge as number 300.

With this stable of iron horses, the TSR was in pretty good shape. When two-train operations began in 1980 though, it was found that another engine was needed to back up the others. With the 28 needing a considerable amount of work, it was decided to acquire a fifth locomotive, one that could be operational with a minimum amount of work. So the search was on for an engine to fill the bill. When it was all over, the engine selected was a 4-6-2, Atchison, Topeka & Santa Fe 1316. Inspection revealed that she had been shopped about four years prior to retirement and was in excellent shape.

The 1309-class Pacific was built by Baldwin in 1911 as a four-cylinder balanced compound coal burner. After many problems as a compound engine, she was rebuilt in 1923 to conventional two-cylinder simple operation. In 1951, she was shopped in Albuquerque for conversion to burn oil and received a larger twelve-wheel tender from the 3746, a 4-8-2, replacing her original smaller eight-wheel tender. The 1316 ran out her last service miles on local passenger trains 77 and 78 between San Angelo and Forth Worth. Retirement came in 1955, at which time she was presented to the Fort Concho Museum in San Angelo. The 1316 was the only Santa Fe light Pacific to be saved from scrap.

With the engine in such good shape, it was decided to move her on her own wheels. A crew prepared it for movement by jacking up both engine and tender, cleaning all journals, replacing all old journal pads with new ones and fresh oil, and putting fresh grease in the cellar boxes. All of the rods were dropped and bearings cleaned, with the main and eccentric rods being left off to render the pistons and valves immobile.

RALPH H. CARLSON, JOE DALE MORRIS COLLECTION



TEXAS & PACIFIC 4-6-0 316, shown somewhere in Texas in the 1940s, worked on the short line Paris & Mt. Pleasant before becoming TSR 201. Painted black with a gray boiler jacket and red cab roof and drivers, the 201 is shown at Rusk in 1983.

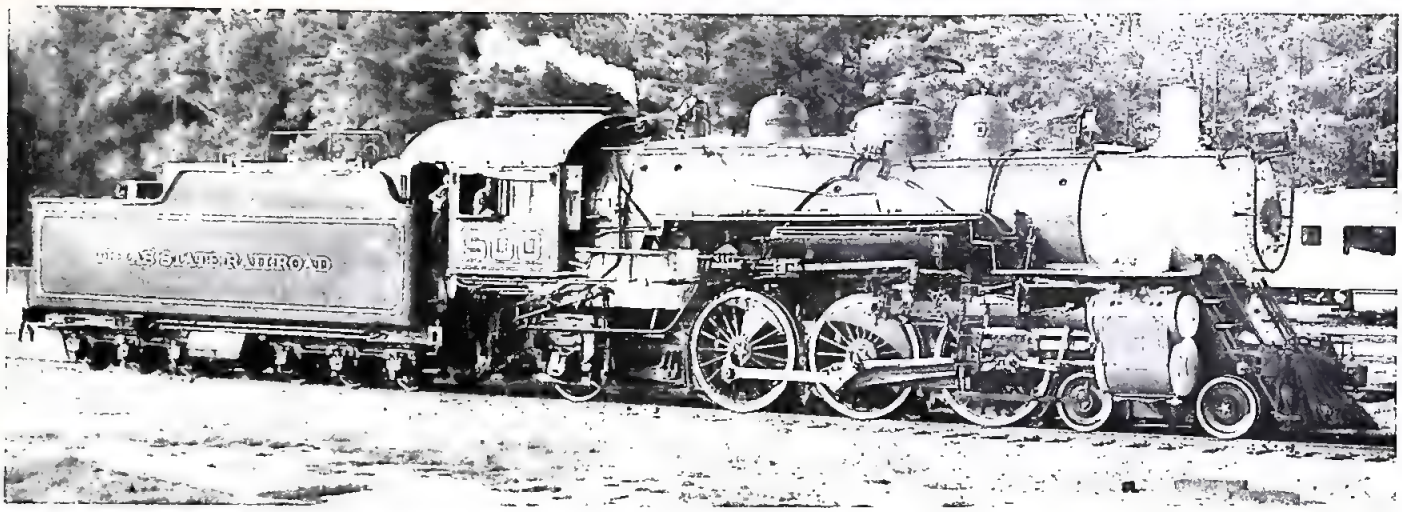
PAUL D. KING

SOUTHERN PINE LUMBER 28, here at Pineland, Texas, in August 1957, was built in 1917 as a "General Pershing" 2-8-0 for the U.S. Army and will become TSR 300.

HAROLD K. VOLLRATH, JOE DALE MORRIS COLLECTION

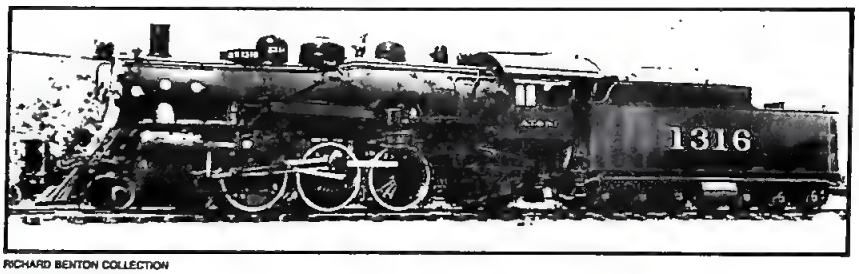
The engine was pulled to the Santa Fe yard, and during the move the trailing truck journals became hot. Since there was no drop pit there, one was dug at the end of a stub track. The axle was dropped and sent to a machine shop where both journals and wheels were turned. With the axle reinstalled, the 1316 left on a 445-mile journey, being towed in train to the TSR. There were lots of surprised people along the way seeing a steam locomotive in a train. There was at least one accident caused by it, anyway. The driver of a car going through an underpass looked up in astonishment and rear-ended the guy in front of him! Wonder how he explained that to the officer?

Upon arrival she began being stripped almost immediately. As far as boiler work went, lots of radial staybolt sleeves had to be replaced, but only about half-a-dozen flues needed replacing. All of the external appliances were rebuilt, and the tender was removed from its frame and refurbished. A new boiler jacket and a fresh coat of South-



PAUL D. KING

THE BIGGEST ENGINE on the TSR roster is Santa Fe 4-6-2 1316, now TSR 500 wearing Southern green and gold (see cover), shown at Rusk in 1982. She was preserved at the Fort Concho Museum in San Angelo, Texas, in 1955 and came to the TSR in 1980.



RICHARD BENTON COLLECTION

ern Railway green and gold were applied (see color photo in March 1982 R&R). Fans often ask why the TSR locomotives are not restored to their original railroad liveries—and the Santa Fe engine in particular. While many of the employees would like to see this, it is acknowledged that the TSR is a state-operated *tourist* attraction and not a railroad museum, and present management philosophy holds that TSR "identification" and a colorful livery is important to attracting the non-railfan tourist.

After about a year of rebuilding, the 500 emerged from the shop in 1981 to be fired for the first time in 26 years. This was also the first engine to be rebuilt by the Texas State Railroad shop crew (engine 200 was rebuilt on company property, but by an outside contractor). It was a gratifying feeling to see her steam and hear her deep, sharp exhaust. That was all the reward the shop crew needed.

Besides the five steam locomotives, TSR operates three diesels. Number 1, a GE 45-tonner built in 1947, was donated by Temple Industries of Diboll, Texas, in 1972. It has two engines, with two traction motors and side rods connecting the axles. Until donation to the TSR, it switched the sawmill at Pineland, Texas.

Alco RS2 number 7, built in 1949, was donated by the Aluminum Company of America in 1975. Prior to donation, it worked on Alcoa's Point Comfort & Northern as their 7, running about 13 miles between Point Comfort and Lolita, Texas.

The newest acquisition is number 8, a 1953 Alco MRS1, bought from the U.S. Army Ammunition Plant at McAlester, Oklahoma, in 1981. Originally numbered 2101, the engine, along with 82 others, was built during the Korean War period as an adjustable-gauge engine so the Army could operate it on foreign railroads. Since strategic concepts no longer involve occupying enemy land masses and using their railroads, the government considered them surplus.

Movie work

The TSR has had much publicity in films over the years. In 1978, *Charlie Smith and the Fritter Tree,* the railroad's first movie, was filmed using diesel 7 and the cab of the 28. In 1979, *The Long Riders* was filmed using 4-6-0 200. In 1980, *Soggy Bottom, U.S.A.* utilized Mikado 400. In 1981 two films were made, both using the 400: a "Chattanooga Chew" tobacco commercial and the NBC television movie *The Long Summer of George Adams* (see May '82 R&R). The latter featured fine and extensive use of the railroad and some particularly memorable images of the 400 on the Maydelle turntable.

PM Magazine has done a feature on the TSR, and the railroad has gotten coverage from numerous other TV stations—it usually has a TV news or travel feature done on it once or twice a year, not to mention newspaper and magazine coverage and even an occasional radio spot.

A typical day

The TSR's day begins between 7:00 and 8:00 a.m. with the Palestine crew leaving Rusk for their 30-minute drive to the other shop. From there, it is all just about simultaneous for each end. The engines are still hot from the day before, usually having about 20-25 pounds of pressure left on them. With the toss of an oil-soaked rag into the firebox, the engines are awakened and brought back to life. For about an hour and a half the engines are eased up to working pressure. During this time, the crews catch up on last minute oiling, greasing, inspecting and cleaning. The check valves are opened, air compressors serviced, lubricators filled, rods greased, shoes and wedges oiled and boiler chemicals mixed. The rods and wheels get a kerosene rag rubdown. The oil and water levels are checked and topped off if necessary. The generators and air compressors are started at about 125 pounds. Once every week or two, the boiler jackets get a valve oil rubdown.

Along about 9:30, the engines are moved out and coupled onto the trains. With the air pumped up and everything in order, they ease down to the depots about 10:00 and spot for cab tours. Passengers stroll through the cabs and around the engines asking questions until about 15 minutes before departure. A five-minute whistle is blown to warn straglers of the nearing departure time. With the pops beginning to feather, a highball from the conductors, two blasts of the whistles and the brakes released, the trains depart on schedule at 11:00 a.m.

The westbound train from Rusk has

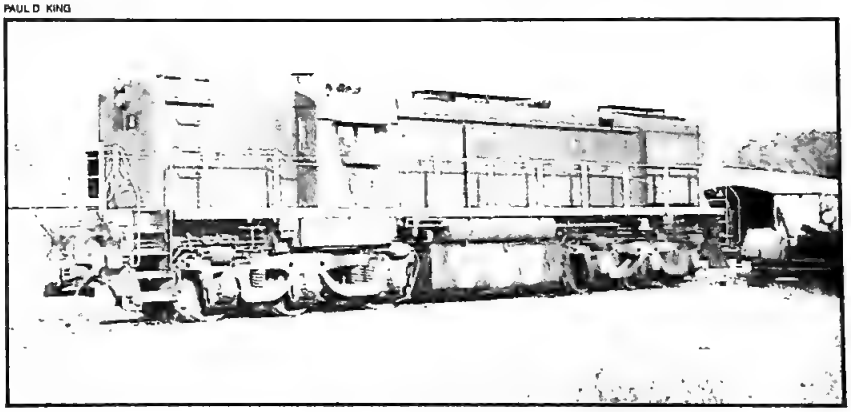
many heavy grades to fight through the woods. After several miles there is a break in the woods and the highway appears along with several houses; you are coming into Maydelle. A shot of air and you slow to ten miles per hour for the yard limits. In Maydelle, you will ease by the maintenance-of-way department, the turntable, a depot and a fake watertower from a past movie filming. Leaving Maydelle, you veer off into the woods again and pick up speed. Winding down into a creek bottom, you suddenly find the ground far below; you are going over the new concrete ballast deck Talles Creek bridge, 35 feet high. If you are afraid of heights, don't look down! Winding up out of the creek bottom the train slows and stops. The brakeman jumps off and lines a switch. The train eases forward as you head into the siding at Mewshaw. In a few minutes a whistle can be heard in the distance.

The train eastward from Palestine has a couple of light grades as it glides along at an easy 20 m.p.h. in and out of woods and through open meadows where cattle and horses graze and cool themselves in ponds. Soon a small farming community appears. The chickens fly as the engineer calls for the crossing—or maybe even a cow on the track. As things settle down behind, the train swings down into a river bottom. The ground disappears and there is running water 30 feet beneath you: it's the Neches River. Its new concrete ballast-deck bridge provides a smooth crossing. Working up out of the river bottom, there lies a surprise over the next hill: the westbound train from Rusk is in the siding waiting for the meet. It's 11:45, and whistles blow, cameras click and people wave as the train from Palestine continues eastward toward Rusk. The brakeman lines the switch and the westbound train eases out onto the main line again and hastens toward Palestine.

Upon each train's arrival at 12:30, the engines are uncoupled, turned on the wye, watered and coupled back onto the train. While the passengers eat their lunch, the engine crews are busy refilling the lubricators and oil cups and inspecting around. They get a little time to eat, for 1:30 comes quickly, and with the passengers on board, they are off for the return trip. The meet occurs again, this time at 2:15. Arrival at 3:00 sees all the folks gather around the engines again for one more picture, and then they slowly head back to their cars for the journey home. Due to the length of the run, each train makes only one round trip per day, although in the summer some "moonlight" evening runs are planned.

With the trains empty, they are shoved back into their resting places for the night. The engines are put into the house, the boilers filled and the fires pulled. They will simmer the night away until the next day when the whole process is repeated again. The Palestine crew drives back to Rusk between 4:00 and 5:00 p.m., and it is the end of a hard, hot and long day.

PAUL D. KING



THREE DIESELS are on the TSR roster, an RS2 (shown on page 67), a 45-ton GE center-cab and this Alco MRS1 built during the Korean War. The daily meet between steam trains (below) finds 200 in the hole at Mewshaw as Pacific 500 holds the main.

TEXAS PARKS PHOTO, CHARLIE MAPLE

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BY JIM BOYD

JIM BOYD

THE LAST REVENUE train out of the Riverside museum site at Steamtown U.S.A. departed on October 23, 1983, with three Green Mountain RS1s leading ex-CPR 4-6-2 1246 and a 21-car train. They charged past Steamtown's largest exhibit, a UP "Big Boy" 4-8-8-4, which will move with everything else to Scranton, Pa., during 1984. Steamtown closed with Rutland trips rather than a "Railfan Weekend."

Remembering Vermont

It looks pretty certain now that Steamtown's move from Vermont to Scranton, Pa., will take place over the summer of 1984 and that the "Farewell to Vermont" trips of last October were just that. While the new home on the former-DL&W in Scranton will provide Steamtown with tremendous possibilities for development and display of the collection and more potential ridership revenues, it will be foresaking the rural charm of its Vermont home.

The three-RS1-Pacific-and-21-car Farewell excursions to Rutland and back on October 22-23, 1983, were a great financial success and a fitting way to close down operations on a positive and triumphant note. But it won't be that crazy consist that I'll remember of Steamtown's last season in Vermont. My last "real" encounter with Steamtown was on Labor Day Monday, September 5.

There were no special operations on Labor Day; it was simply a three-day weekend with the usual schedule of two round trips to Chester extended to Monday. The weather was warm and sunny with just a little haze in the sky. The trip was a spur-of-the-moment decision; I'd spent Saturday down at Strasburg getting my first look at their Pennsy 4-4-2 7002 in action—the idea of going from Atlantic to Pacific (CPR 1246) in one weekend appealed to my slightly twisted sense of humor. Besides, I hadn't been up there since Railfan Weekend in 1982, and I wanted to see what "normal" operations looked like.

Upon entering the property, some changes were immediately evident. The bulk of the displayed equipment had obviously benefitted from the labors of employees and volunteers, and most of the "clutter" was tucked back out of view. The revenue passenger equipment was all painted CPR wine red and neatly lettered VERMONT VALLEY, making a handsome train.

But the working locomotive, CPR 4-6-2 1246—one of the omnipresent modern G5s—most noticeably reflected the influence of Director Don Ball. First of all, she was facing south—into the sun. In the past, the Steamtown train has faced north to lead uphill to Chester (not bad for photography, as just beyond the museum grounds the line turns westward and twists and turns enough to provide good lighting for trains running in either direction). The engine facing south/east, however, opens up completely different photo opportunities—not necessarily better than northbound, just refreshingly different.

And the engine was superbly weathered. It's been a long time since I've seen a museum or tourist engine that looked so much like a *working* locomotive. Since fire-up in the spring, Don had instructed the crew to do the work necessary to make the engine safe and functional but not to do any "cosmetic" maintenance or enhancement. There were no white driver tires or stripes all over everything, and the running gear exhibited that delightful griminess that only a regular service engine acquires. Her boiler jacket, cab and tender sides were the natural sheen of a well-maintained but not pampered engine, and the authentic CANADIAN PACIFIC lettering and gold striping made her look like she'd just rolled in with a local out of Alberta circa 1956. Her smokebox had acquired a crusty patina that only time and heat and weather

can produce—so typical of "real" steam and so rarely found on restored equipment today.

And the entire crew looked as "authentic" as the locomotive and train. The conductor and passenger trainmen were professional and courteous gentlemen wearing proper uniforms, and the locomotive crew looked like a typical steam-era engine crew. Engineer Charlie Millard is a veteran of the DL&W and immensely enjoys running the steam engine—you can tell that every time it moves for Charlie makes the engine talk whenever it's appropriate but doesn't abuse the machinery. And he and fireman Seth Corwin will make smoke and put on a little extra show at the locations where photographers are likely to be.

With the engine backing tender-first uphill, you only get two downhill runs per day for photography, and the train moves along fast enough that two or three shots are about all you'll get per trip—especially if you climb down into the gorge or try for one of the less-accessible spots. While we got some nice shots out on the line—including the one looking up from deep in the gorge and a great runpast at the covered bridge—it was the quiet moments at Chester that stick in the memory.

After running around the train at Chester, they were about ten minutes ahead of schedule and had to wait at the depot for departure time. Leaving the engine to percolate by herself, Charlie and Seth left the cab for the shade of the depot platform. The train crew and a couple of local folks gathered there, too, and the scene (page 67) was as timeless as railroading. The conversation was about fishin' and the weather and the things people from small towns talk about. All the elements had come together and a piece of history was being recreated—it wasn't something conscious or contrived but the result of real railroaders doing real work in the railroad environment.

That same thing happened again at the end of the day when they put the engine to bed. Charlie and Seth climbed off the engine with their jackets and lunchpails and paused to talk to the hostler who would care for the engine. They pointed out a couple of things that needed attention and indulged in some light banter about some past mutual experience. The scene and atmosphere were timeless: *routine* railroading with steam.

The Farewell to Vermont trips had a different atmosphere. They were a big project with situations and complications of running steam in the 1980s. The bridges wouldn't take the big Pacific (2317) and only one G5 was serviceable, so three Green Mountain RS1s assisted the 1246 on the huge train. Because the 1246 was the only source of train-heating steam and since the RS1s had no steam lines, the steam engine was by necessity coupled to the train with the diesels up front. It was the historic occasion of Steamtown's last runs in Vermont, and I wouldn't have missed it for anything—but it was a 1980s fantrip and not a step back in time, as Labor Day had been.

So what of Scranton? Given a little time and the opportunity to settle in, I think Steamtown will again be able to recreate its own special time warp. It won't be the Rutland of the 1940s, but it might very well be

TWO PHOTOS PAUL D KING

TEXAS STATE RAILROAD benefits from its status as a state park by having the resources available to put up working water tanks and the beautiful stone depots such as this one at Rusk.

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NOT ON THE WHEEL REPORT — By Joe Easley

"WELL, if you worked on a roller coaster at Coney Island, you should take to this job like a duck to water!"

the DL&W of the 1950s with bigger engines, faster trains and the style of main line railroading that's almost unattainable anywhere these days.

As for Vermont, those Green Mountain RS1s are still plying the ex-Rutland rails that Steamtown called home. More than one fan cropped the Pacific out of the Farewell trip photos, so it's a sure bet that the Rutland-colored RS1s won't go unloved.

A lot of people put a lot of hard work into Steamtown over the years, and well treasure the memories of Vermont. But we're also eager to see how things develop in Scranton.

Texas State R.R. in 1984

Author Paul King notes that 1984 is shaping up to be a good year for the TSR. An enginehouse at Palestine, which was not constructed a couple of years ago as planned, should be built this year. With the hiring of eleven additional people, seven in the shop, more work is expected to be turned out than in the past. This was to be 201's year for flue renewal, but since she had been run little in the past five years, she was granted a one year extension. With this relief, plans are to begin the rebuilding of 2-8-0 300, which is needed for the heavier trains. Along with the engine, a couple of cars are hoped to be rebuilt.

The maintenance-of-way department will spread and tamp an additional 150 cars of ballast in 1984. The onging tie program plans to replace another 5000 ties this year. This will give an average tie renewal of every 15 years. For this, a new tie inserter is to be acquired.

The 1984 operating season has been lengthened and more runs added, thanks to a third crew included in the eleven new people. Several moonlight night runs are planned, but you would need to call or write ahead for dates, as they are not scheduled yet. The railroad will run weekends only from March 17 through May 27, with the five-day schedule, Thursday through Monday, observed from May 28 through August 19, with weekends only again from August 25 through November 18. Additional runs will be made on July 4 and September 3.

There are over a dozen good locations for railfanning and photographing the train as it makes its way through the East Texas piney

woods. The TSR welcomes you to stop by, visit, ride and photograph the train. If you plan to ride, reservations are recommended and can be obtained by writing to the Texas State Railroad, P.O. Box 39, Rusk, TX 75785, or calling 214/683-2561. In Texas, the toll-free number is 800/442-8951.

DOUG LEFFLER

TUSCOLA & SAGINAW BAY hopper 4905 was caught in the consist of a Lenawee Central train at Adrian, Michigan—an HO scale scene on Doug Leffler's layout in Jackson, Michigan.

T&SB hopper models

Those Tuscola & Saginaw Bay "yellowbelly" grain hoppers that were featured on the cover and the T&SB article in the March '84 R&R are available in a limited run special HO scale kit from Robert C. Palmer, P.O. Box 1241, Jackson, MI 49204. Bob sent us a sample kit just a few days too late to include in that issue. The kits are stock Athern ACF centerflow hoppers factory painted in T&SB yellow and custom lettered by CM Shops—a very nice job overall. The cars sell for $8.50 for one or $15.75 for two, which includes UPS postage.

When putting together the T&SB article, I was struck by how much the scenes look like the HO scale model railroad that Doug Leffler has built in his home in Jackson, Michigan. Doug models his freelance Lenawee Central Railroad after the Conrail-era short lines of the area, so the similarity should not be too surprising. I was not surprised either when Doug acknowledged that he had already photographed one of Palmer's model T&SB hoppers on his layout, as the accompanying photo confirms.

Doug's layout was featured in the January 1981 RAILROAD MODEL CRAFTSMAN, and along with scenes depicting the Lenawee Central today, he included scenes of model NYC steam engines and diesels showing his railroad as it would have looked in the 1950s. As I was selecting the photos for the T&SB article, I realized that I was working from the same type of material that Doug had created on his model. Those Ernest L. Novak photos were laid out on pages 40-41—particularly the down-on shot of the Geeps on page 40—with the image of Doug's models in my mind.

While we're not about to turn R&R into a model magazine, it's no secret that its editor and publisher are both active HO scale modelers and that a substantial percentage of railfans are modelers as well. When someone like Doug Leffler produces a model railroad that is realistic and believable, one of life's real pleasures is to visit and "railfan" on the layout. One thing is certain; anyone who can build a truly believable model railroad—a fully functioning "railroad," not just precise models or a fantasy layout—has had to have done his share of railfanning.

Incidentally, in the T&SB article Bob Wise

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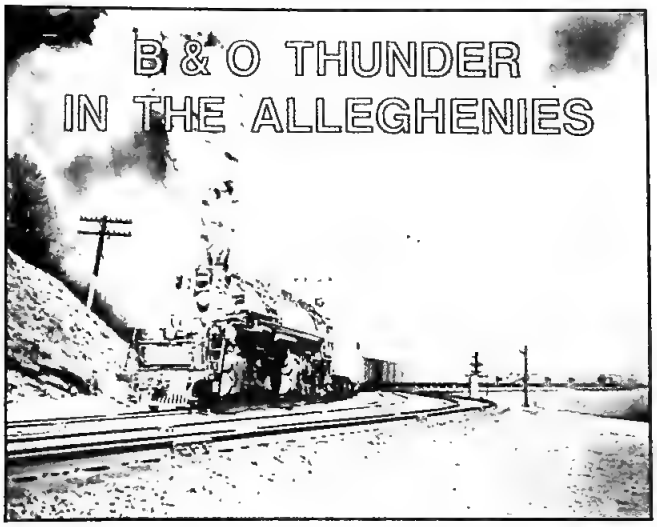

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mentioned a pair of hoppers that were picked up at Colling and were bound for Richford, Vermont. While selecting photos for the Alco 539 article in that same issue, friend Walt Lankenau handed me a proof sheet of the CPR Alcos working in Vermont, and in the middle of the photos of the CPR RS2s were two shots of T&SB yellowbelly 4936—you see, Walt's a modeler, too, and he was shooting the hopper with the idea of decalling an HO model!

SCOTT LENGLE, who did the artwork for R&R's new column heads, is a student at Rutgers.

Scott's artwork

You'll notice that with this issue we've put new "standing heads" on our regular columns. The artwork was done by Scott Lengle (pronounced LENG-lee), a sophomore at Rutgers University who works summers and part time during the school year in our advertising production department—his mother, Mary Ann, also works in our ad department.

Scott is studying visual art and graphic design, and we've had samples of his work around our art room for a couple of years. Admiring his renderings of sports cars with way-too-big racing slicks on the back and man-eating turbochargers erupting through their hoods, I was wondering what he could do on a really worthwhile subject—like trains. The idea for the new heads clicked when he came to me one day for some advice on a letterhead he was designing for a school camera club in an art competition (his design ultimately won). That club letterhead with a little modification became our new PHOTO LINE artwork.

Over the next few months we went to work on ideas for illustrations for the various other column heads. In the meantime, Scott also did the ACE 3000 renderings for the September '83 issue and the Alco 538 and 539 engines for March '84. We expect to be seeing more of his work in R&R from time to time.

Style

In the magazine business, "style" has a meaning more specific than it does in ordinary conversation. Style is the standard way of doing things, and an editor establishes a "style book" for his specific publication. Often the style book is an actual written document, while in other cases it's simply carried in the editor's head—the R&R style book falls into this latter category.

An example of the R&R "style" is the use of the ampersand (&) within the context of a railroad name. Regardless of how the railroad

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ANNOUNCEMENTS

SOUTH CARVER, EDAVILLE RAILROAD Railfan Weekend and Collectors Flea Market, June 16 & 17, 1984. Edaville, Rte. 58, 10AM to 5:30PM. Adults $6.00, children $3.00, under 3 free. John Bryden, Edaville, PO Box 7, So. Carver, MA 02366, 617-866-4526. 784

STAMFORD CT August 10-11, 1984. Annual convention and show of the National Association of Timetable Collectors. Friday August 10: open to NAOTC Members and registered dealers ONLY, Saturday August 11 open to the public from 9AM to 3PM. Over 60 tables available to NAOTC Members and Railroad paper dealers ONLY. Complete details from Max Brunswick, Chairman, 155 West Rock Avenue, New Haven, CT 06515. The location will be the modern Marriott Hotel, next to Amtrak/Metro North rail station in Stamford. Plan on attending America's Largest paper only show. Saturday admission $2.00 per person. The NAOTC Annual Convention is held in the Northeast only once every three years. Don't wait till 1987 to see this outstanding sale of rail, trolley, bus, air Timetables, Employee Timetables, Guides, postcards and all transportation paper. 984

BOOKS & PUBLICATIONS

BACK ISSUES — *Railroad Magazine, Trains, Model Railroader, Railroad Model Craftsman,* others. SSAE for list. Alker, Mayflower Ct., Martinsville, NJ 08836. TF

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SOUTH PENNSYLVANIA RAILROAD, 50-page construction history of "Vanderbilt's Folly". $7.50 postpaid. J. Oyler, 92 Youngwood Road, Pittsburgh, PA 15228. 784

DELAWARE VALLEY RAILS, the 192-page rail transit guide to the Philadelphia-Wilmington-Trenton-South Jersey region. Amtrak, suburban rail services, trolleys, freight, industrials, etc., 25 rosters, 90 photos, 15 maps. $11.50 (Pennsylvanians, add 69¢ tax.) $12.50 outside U.S. John Pawson, Box 411, Willow Grove, PA 19090. 984

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URGENTLY NEEDED: Federal Form 4 & 3 on ex-NKP 587, nee LE&W 5541, BLW 49683 to facilitate restoration. Anyone knowing the location of these documents please write: Indiana Transportation, Museum Master Mechanic, PO Box 33, Beech Grove, IN 46107. 584

WANTED: R&LHS Bulletin 57, Poors Manuals 1882 and 1876-77. For sale, just printed Lackawanna Railroad 19th Century; 20th Century Volume History and Operations; 20th Century Volume 2 Equipment, Stations and Marine. Each of the three books $30. Thomas Taber, Muncy, PA 17756. 584

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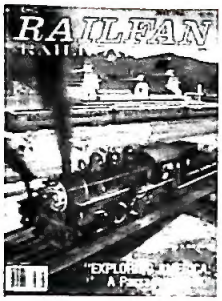

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company itself uses & or AND, *we* always use the ampersand to be able to keep the railroad names "together" in a series, such as Norfolk & Western, Chesapeake & Ohio and Louisville & Nashville.

The problem with the English language is that often the recognized "experts" disagree (omitting the comma in front of the "and" in red, white and blue is presently a hot topic of debate among stylists). One such case never ceases to be an aggravation in writing about trains: It's the use of the apostrophe in combination with locomotive models or classes, like GG1s or GG1's. The simplest solution is to use the apostrophe in all cases (that's *Trains*' style), but then you get bugged by everybody who's had college English saying that the apostrophe denotes a possessive and is wrong.

Webster's New Collegiate Dictionary states that the apostrophe "... often forms plurals of letters, figures and words referred to as words." Aha! We'll go along with that. Of course, the *Associated Press Style Book* says no such thing and notes that it disagrees with *Webster's* on the matter. Oh. That's what we've been doing all along.

So, for all you self-appointed guardians of the English language, here's the R&R style: We will not use the apostrophe except when it is deemed necessary by the editor for clarity (the classic case of four PRR K4s's). Now I s'pose all you self-appointed Journalism professors will get on my case for being inconsistent. Nobody ever claimed editing was going to be easy.

RAILFAN & RAILROAD Advertising Index for May 1984

A
ABCD Printing 22
Adventure Games 22
Adventures in Sound 5
Algonquin Books 7
Scott Arden 9
Arkay Records 19
Audio Visual Designs 20

B
B.R.M.N.A. 62
The Belt Line 21
John C. Benson Slides 12
Bledsoe's Rail Slides 21
Borogrove Bookroom 20
Boston Mills Press 21
Bytown Railway Society, Inc. 12
The Book Depot 58,59

C
CTC Board Magazine 22
Carstens Publications 63
Cass Scenic Railroad 7
Central Electric Railfans' Assoc. 8
Central Valley Railroad Publications 13
Challenger Tours 4
Charly's Slides 62
Christian Bell Porcelain, Ltd. ..... Cover IV
Classics in Metals 5
Colorado Railroad Museum 9
Richard J. Cook 5
Craft-Mark Products 15
Crosslies Press 25
Crusader Printing 10

D
DPA-LTA Enterprises, Inc. 13
Darwin Publications 60
David & Charles, Inc. 12
Daylight Productions 15
De Luz Video 8
The Depot Attic 21

E
Edaville Railroad 23

G
Giesler Engineering 19
Tom Gildersleeve 7
Golden West Books 6
Grandpa's Depot & Caboose 10
Great American Buckle Co. 19

H
Hopewell Productions 4

I
Identity Check Printers 16
Iron Horse Gallery 13

J
JBC Visuals 19,25
JMJ Productions 7
Ron Johnson 6

K
Kratville Publications 60

L
Lasting Impressions 12
Wendell Lewis 21
Carleton F. Loucks 14

M
MAC Publishing, Inc. 22
McMillan Publications 5
Milepost 1 8
MilMed 7
Stephen A. Mintz 62

N
National Association of Railroadiana Collectors 16
Northern Press 16
Nostalgia Station 14

O
Original Railroad History 15
Overland Publications 8

P
Robert C. Palmer 7
Parlor Car Enterprises 9
Pro Custom Hobbies 11

R
Railfan & Railroad 25,61,66
Railfare Enterprises Ltd. 17
Railfax, Inc. 16
The Rail Image 4
Railpace Company, Inc. 10
Railroad Avenue Enterprises 19
Railroadians of America 12
Railroad Record Club 9
Railroad Supply Corp. 20
Railway & Locomotive Historical Society, Inc. 9
W.N. Rich 21
Run 8 Video 6

S
SAR Travel 18
Septa Employees Assoc. 4
Starlake Films 10
Sundance Publications 15
Sunday River Productions 23

T
Trackside Video 7
Trolley Talk "F" 62

W
Wm. K. Walthers 16,25

KODACHROME: JIM BOYD

KODACHROME. TIM FRANZ

AWAITING DEPARTURE time, the entire crew of the afternoon train on Labor Day 1983 relaxes in the shade of the Chester, Vt., depot before returning to Steamtown. This was a spontaneous moment of "real" railroading resulting from a conscious effort on the part of Steamtown employees, volunteers and management to create a historic "atmosphere" about the operation from the properly attired crew members to the "weathering" of the engine by the natural forces of its work and environment. The reality of this scene attests to their unqualified success.

The Farewell to Vermont runs in October, however, found the 1246 polished up and buried behind three GMR RS1s. The Pacific definitely played second fiddle to the diesels, to the extent that many fans concentrated on the rare three-unit GMR consist (left, leaving Rutland on October 22) and cropped out the steam engine completely.

KODACHROME STEVEN BLEDSOE

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